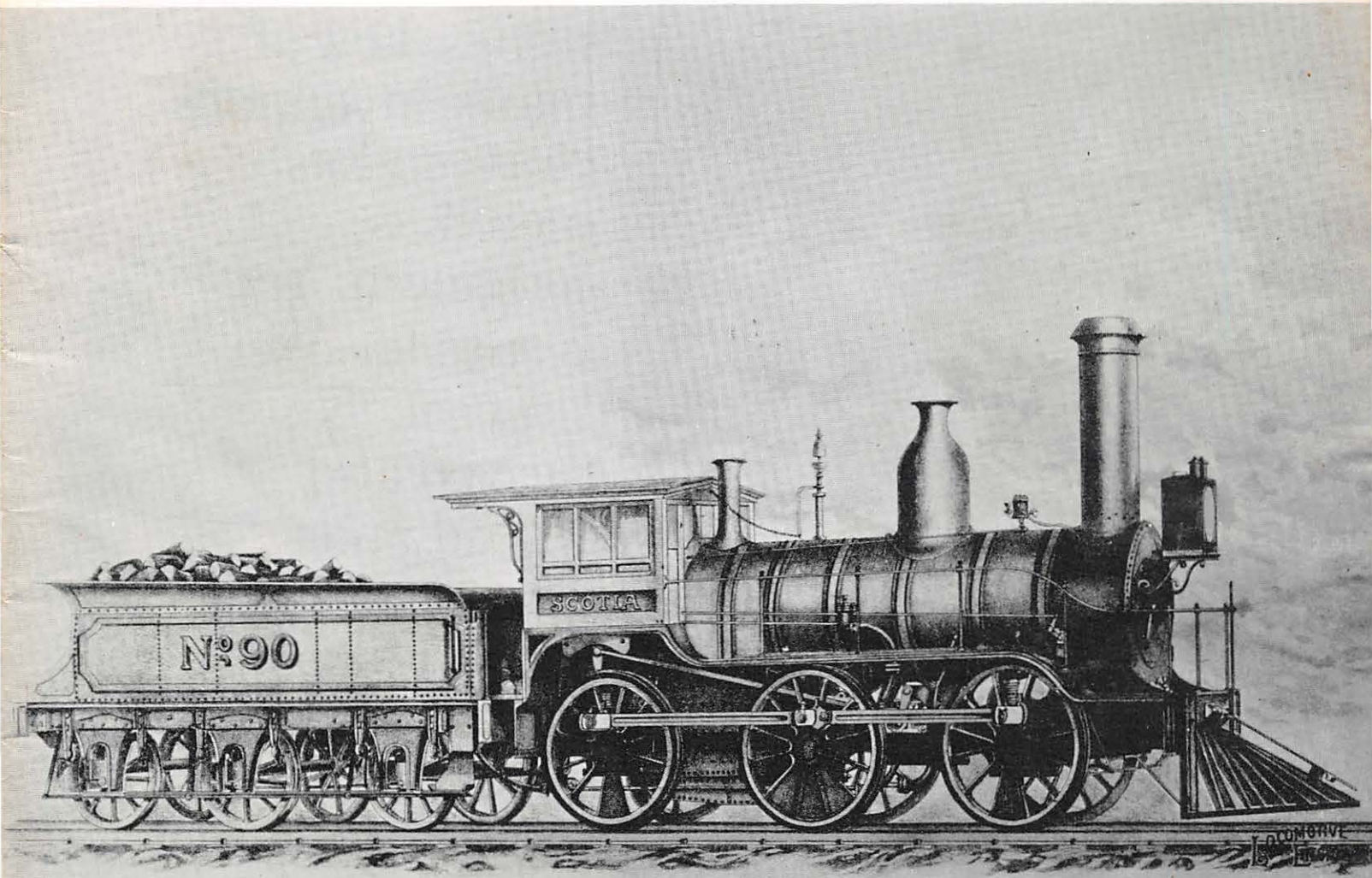
JUNE 1972

The Signalman's JOURNAL



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President C. J. Chamberlain's Message

General Chairmen Hold Meeting

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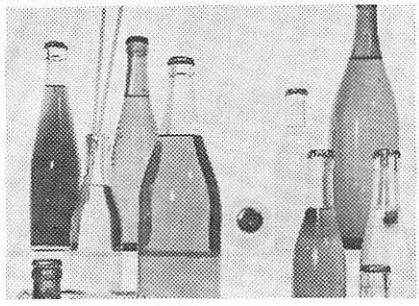
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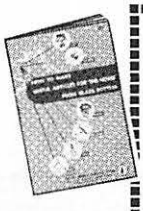

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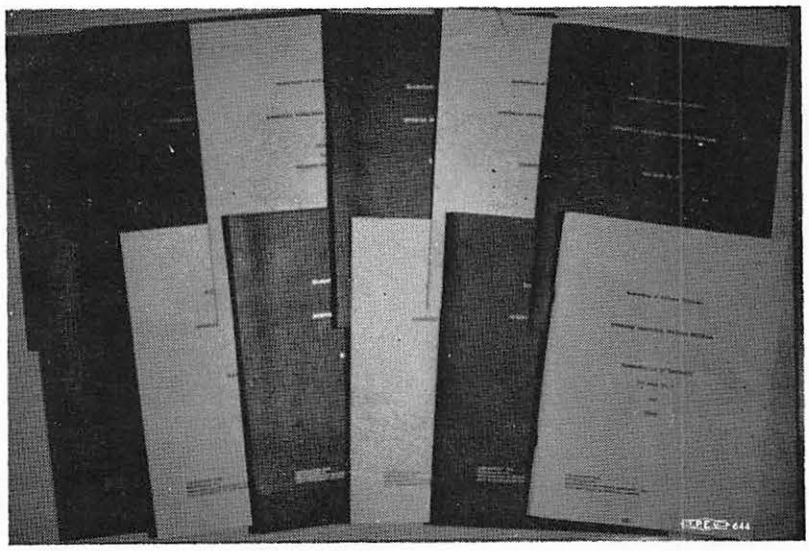

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Brotherhood of Railroad Signalmen
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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

J. W. Walsh, Jr., Editor

2247 Lawrence Ave., Chicago, Ill. 60625

JUNE, 1972

Vol. 53, No. 5

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. **ADDRESS CHANGE:** B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

INTERNATIONAL LABOR PRESS AFL-CIO ASSOCIATION

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A Message From President C.J. Chamberlain

WE RECENTLY HAD THE opportunity to meet with Mr. William Dempsey, the new Chairman of the National Railway Labor Conference, and informally discuss with him matters of mutual concern to the railroad industry and our organization.

In my opinion, the meeting was most productive as it provided both of us with an opportunity to express our ideas as to how labor-management relations and collective bargaining can be improved in the railroad industry.

Everyone knows that the atmosphere must change for the better, as neither the railroad industry nor our railroad labor organizations can afford to have recurring crises every time contract negotiations commence with the various railroad labor organizations.

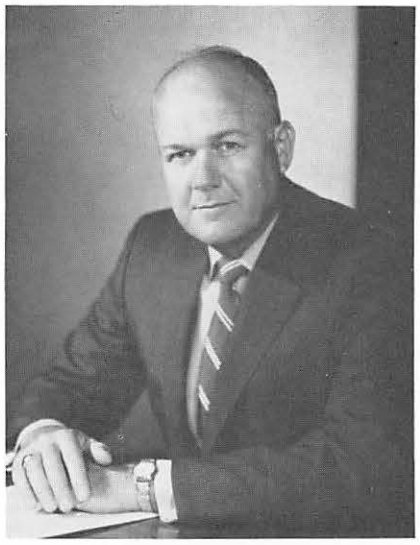
Our last wage-fringe benefit movement notice was served on October 1, 1969, and the agreement was finally reached on November 16, 1971. A total of 25 months and 16 days to reach an agreement that could have been reached in 6 months if true collective bargaining had prevailed!

The railroad industry cannot survive as a free enterprise system if it follows the same course of action in the future, and I am reasonably sure from my conversation with Mr. Dempsey that he is determined to see that the situation is changed posthaste for the better.

We will welcome the return of true collective bargaining at the national level and will certainly cooperate and do our part to expedite the prompt handling of negotiations so that we can hopefully reach terms for a satisfactory agreement as quickly as possible.

* * *

In connection with our November 16, 1971 Agreement, we are pleased to report that in *some* cases we are making progress on the resolution of the camp car-living condition problem that was remanded to the property. As you know, the terms of the November 16, 1971 Agreement provided that in the event the parties could not reach an agreement on any property to satisfactorily resolve the issue, either party could notify the National Mediation Board and a neutral would be appointed to investigate the dispute and make final and binding recommendations.



Negotiations are being conducted on most properties and agreements have been reached in some cases. In others, progress has not been made and frankly, I am quite disturbed at the attitude that prevails on a few carriers. Apparently the carrier officers assigned to handle the camp car problems on a few railroads have forgotten that the deplorable living conditions on railroads in general were brought to the attention of Congress during our May 17 and 18 nationwide strike.

For the benefit of those carrier officers who may have forgotten the content of Joint Resolution SJ 100, and who still may mistakenly think that present conditions are adequate, Section 5 of the resolution reads as follows:

"Sec. 5. It is the sense of the Congress that the living accommodations of some of the employes who are subject to the first section of this joint resolution, while they are on travel status, are unsatisfactory. Accordingly, the Congress does not intend, by limiting the effect of Section 4 to rates of pay, to endorse the continued furnishing of substandard quarters to employes and urges management and labor to negotiate an agreement to provide, as soon as possible, substantially improved living quarters for employes on travel status."

The Brotherhood of Railroad Signalmen and its members have been very patient and most reasonable in seeking a satisfactory resolution of the camp car—unsatisfactory living condition problem.

We will not tolerate unsatisfactory living conditions on *any railroad* and even though we may be forced to request the services of a neutral in certain cases, we think it is a sad day when any level of railroad management on any carrier forces us to take such action by contending that their present conditions are adequate.

While Congress has no legal basis for enforcing the terms of the resolution, we intend to write each Senator and Congressman informing them of the railroads that have ignored the terms of the resolution by failing to negotiate agreements to provide *substantially* improved living quarters for signal employes on travel status.

To date, we have been forced to notify the National Mediation Board of our need for the services of a neutral on one railroad, the Chicago, Milwaukee, St. Paul and Pacific. The management on this railroad for some strange reason seems to think that their *camp car palaces* are adequate. It is certainly

heart warming to know that some management people think so highly of their signal employes that they want to provide the *best* for them—that is, the best of the worst. There are a few other carriers that are taking the same hard line attitude with respect to unsatisfactory camp car conditions, and they will be dealt with in due course.

As a matter of information, the hard line carriers with the backward managements who are refusing to deal with the camp car problem constitute a small minority.

The majority are negotiating realistically to resolve the problems on their railroads. To those who have done so and who are near agreement we extend our appreciation for cooperating to satisfactorily and realistically resolve the problem. To those who have not, we want to welcome you to the Brotherhood of Railroad Signalmen's list of "Backward Carriers." For your information this is a list of carriers that we keep on file at our Grand Lodge Headquarters who have shown us by their actions toward their employes that they deserve such "recognition."

* * *

On June 7, 1972, we will commence negotiations with the Committee of the National Railway Labor Conference to work out the details of a sick leave plan which the railroads will provide for our members to supplement the plan provided under the Railroad Unemployment Insurance Act. The plan will be established so as to become effective July 1, 1973.

The sick leave program to be worked out is another benefit that was obtained in our November 16, 1971 wage and fringe benefit agreement, and when the final details are agreed upon, we will inform our entire membership in a subsequent issue of The Signalman's Journal.

* * *

Our Brotherhood has made considerable progress in many areas during the past few years, however, much remains to be done and your Grand Lodge Officers in cooperation with our general and local committee officers, will continue to work in your behalf as together we strive to make our organization, the Brotherhood of Railroad Signalmen, a better and stronger organization tomorrow than it is today.

A New Address For Signalmen's Headquarters

PLANS TO CONSTRUCT A new headquarters building for the Brotherhood of Railroad Signalmen were unveiled at the Brotherhood's Annual General Chairmen's meeting in May by President Chamberlain.

The proposed new Grand Lodge Headquarters building will be erected on a two acre site on Golf Road in Mount Prospect, Illinois. The land was purchased in April of this year with the unanimous approval of the Grand Executive Council and the Grand Board of Trustees.

The Executive Council and Trustees have realized the need for larger and more adequate facilities for some time as our Brotherhood has outgrown our present building on Lawrence Avenue in Chicago.

After purchasing the land the Executive Council and Trustees at their May meeting reviewed preliminary architect's plans for a new 25,000 square foot structure. The two story office building will provide 12,500 square feet of office space on the top floor which will be occupied by our Brotherhood and the extra first floor will be rental space.

At the May meeting the Grand Executive Council and the Grand Board of Trustees approved construction of the building and ground breaking will take place this summer with occupancy early in 1973.

The Council and Trustees have carefully reviewed the entire matter with respect to cost of a new building and the tract of land on which it is to be constructed. Likewise, they have approved the selling of our present building.

The new Grand Lodge Headquarters building will be located in the northwest suburban area of Chicagoland, close to O'Hare Airport, all interstate highways, and the northwest main line of the Chicago and North Western Railroad.

The new building will be a definite asset to our operation and one of which our members can be extremely proud.

We are confident that every member, local lodge and general committee will desire to contribute to this worthwhile endeavor which is another milestone in the history of our Brotherhood.

Please send your contribution to:

Mr. R. T. Bates, Sec.-Treas.
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

Brother Bates will acknowledge receipt of all contributions.

HEADQUARTERS BUILDING FUND

Members of our Brotherhood, Local Lodges and General Committees are urged to make voluntary contributions toward a new Grand Lodge Headquarters Building to be erected in Mount Prospect, Illinois. All donations will be acknowledged. Please send your contribution to:

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2247 Lawrence Avenue
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General Chairmen Hold Meeting

THE GENERAL CHAIRMEN of the Brotherhood of Railroad Signalmen held their annual meeting on May 4, 5 and 6 at Arlington Park Towers, Arlington Heights, Illinois.

The general chairmen's long established custom of meeting in Chicago during the years between conventions was altered just a little this year.

The headquarters for the meeting was moved from downtown Chicago to the northwestern suburbs and the meeting was extended to three days in order to cover a larger program. Many general chairmen had indicated to Grand Lodge officers the need to spend additional time discussing the many new problems our organization is facing today.

Prior to the general chairmen's meeting, the Grand Executive Council and the Grand Board of Trustees met for two days. The Council and Trustees had a full agenda to cover and act upon.

When President Chamberlain opened the meeting at 9:30 a.m. on Thursday morning, most of the organization's general chairmen from throughout the United States and Canada were present.

During the three days of sessions, the Brotherhood's system officers representing members from all sections of the United States and Canada heard status reports on negotiations to do away with camp cars and to initiate apprentice training programs, discussed ways and means to improve internal operations of the union and heard several speakers on matters of current interest.

Plans to construct a new headquarters for the Railroad Signalmen were unveiled by President Chamberlain. He reported that the new office building would be constructed on a two acre site in Mount Prospect, Illinois, a fast growing suburb about 20 miles northwest of downtown Chicago.

When announcing the plans, Chamberlain explained that the signalmen had outgrown their present site on Lawrence Avenue in Chicago. He said the organization has been considering the move for some time since the present office building is no longer convenient or adequate.

It is expected that ground breaking for the new 25,000 square feet structure will take place this summer with occupancy early in 1972. The new location will be a two story office building with the Signalmen's Headquarters located on the top floor and rental space on the first floor.

On the camp car issue, the officers' report revealed that a start has been made in negotiating pacts with individual carriers on camp car facilities used by signal construction forces. Negotiations on one carrier have reached a point where the signalmen have requested the National Mediation Board to appoint a neutral to investigate the matter. This is in line with terms of the 1971 national agreement which remanded the issue to each property.

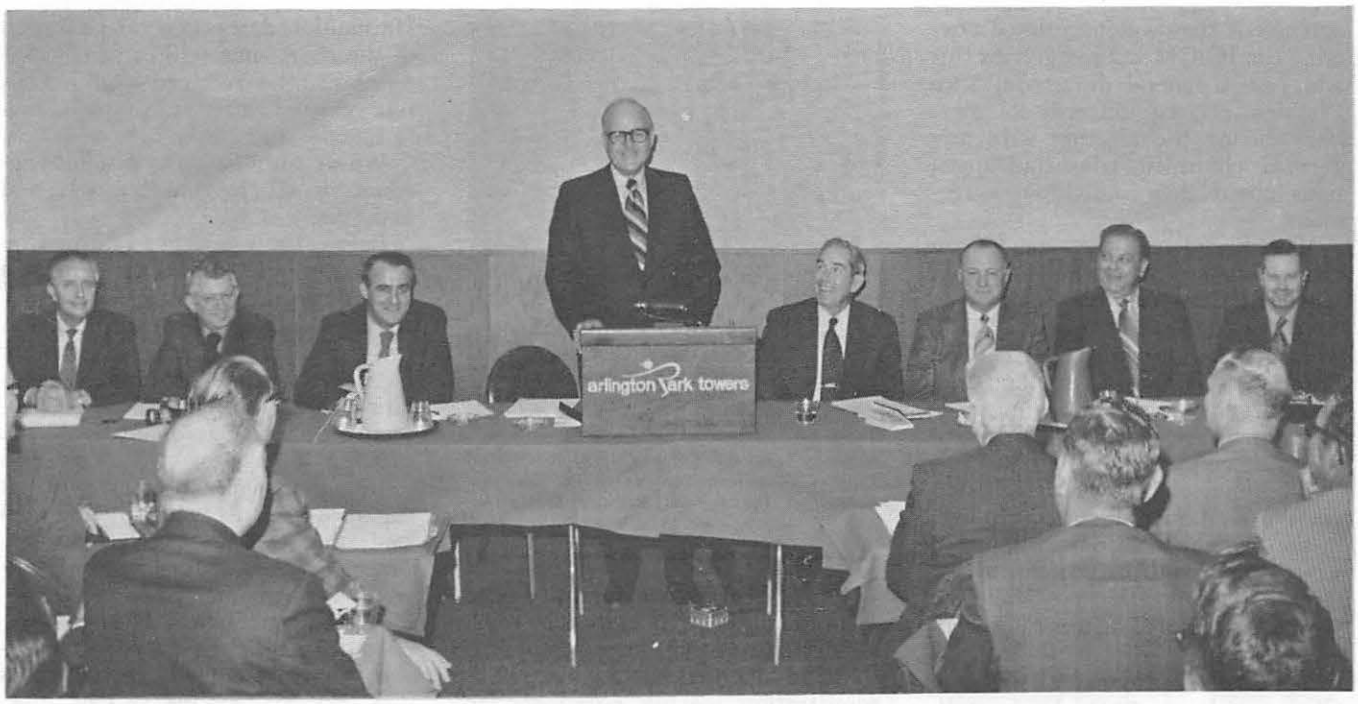
The Council officers made it clear that the signalmen would not be satisfied until the problem has been corrected on all railroads that still use camp cars.

Chamberlain expressed optimism concerning the union's long fight to win adequate apprentice training. He reported that a committee consisting of Grand Lodge officers and Carrier representatives had held its first session to draw up broad guidelines to implement apprentice training programs on individual carriers.

Speakers at the meeting included Edward F. Conway, Jr., an attorney for the Federal Railroad Administration; Neil F. Speirs, Labor Member of the Railroad Retirement Board; Robert W. McKnight, editor of Railway Systems Controls, a trade magazine covering the signal industry; and R. C. Howard, secretary-treasurer of Labor Newspaper.

Conway described the major provisions of the Federal Railway Safety Act of 1970 and outlined the FRA's jurisdiction in the broad field of railroad safety. He also explained rule making procedures un-

The General Chairmen of our organization who attended their annual meeting on May 4, 5 and 6 in Arlington Heights, Illinois, to discuss the many new problems facing our organization today and to make plans for the coming year are shown above.



During some of the lighter moments of the annual General Chairmen's Meeting, Grand Lodge Officers were all smiles. Shown above, left to right are: Vice Presidents M. B. Frye, W. W. Altus, Secretary-Treasurer R. T. Bates, President C. J. Chamberlain, Vice Presidents T. H. Gregg, B. H. Steuerwald, C. S. Chandler and J. T. Bass.

der the Secretary of Transportation's authority.

Conway also explained that signal systems and other devices installed by the Carrier may not be discontinued or materially modified by the carriers without the approval of the Federal Railroad Administration.

Neil Speirs reviewed the benefits and operation of the Railroad Retirement system and reported on benefits that active and retired members of our organization are receiving at the present time under the Railroad Retirement Act and the other programs that the Board administers.

R. C. "Dick" Howard, a member of our organization and former editor of The Signalman's Journal, discussed the value of and the reason for a labor newspaper. He emphasized the need to maintain an adequate constant communication link between leadership of the union and the members of the union so that members know what the union is doing and planning and how well the leadership is performing.

Howard discussed the proposed increase in second class mail rates and noted the proposed hikes in mail rates could be highly damaging to labor press and others who use the non-profit second class rate.

R. W. McKnight discussed the three types of magazines that are aimed at the railroad employe—the railroads publications, the unions publications and the business or trade magazines.

McKnight noted the basic function of the railroad publication is to inform the employe of the company policies, provide articles of interest to and news of employes. He said the union publication, in some respects, is opposite to the railways publications.

The business press covers operations or facility installations and the prime function of any trade magazine is product news.

Each of the three types of publications cover the same industry, yet from three different viewpoints and to be fully informed, McKnight stated, you need all three.

R. C. "Dick" Howard, a member of our organization who is presently the Secretary-Treasurer of Labor newspaper, discussed the value and need for labor publications.

Secretary-Treasurer R. T. Bates gave a complete report on the Brotherhood's finances since the 1970 convention. He also projected the organization's finances for 1972 and 1973 giving the general chairmen a view of what can be expected.

Vice Presidents M. B. Frye and W. W. Altus presented material to be used as a general guide for presenting a claim or grievance. Frye, the vice president assigned to Grand Lodge Headquarters in charge of preparing cases to be submitted to the National Railroad Adjustment Board, discussed the important facts in the handling of discipline cases. Altus, vice president serving as the Signalmen's labor member on the National Railroad Adjustment Board, presented material that he and Frye will use in classes to be conducted later this year in training local lodge officers.

Both indicated the first training class will be held in the Chicago area before moving to other areas where local lodge officers can be assembled.

Vice Presidents T. H. Gregg and C. S. Chandler discussed the many protective agreements that are now in effect. Gregg noted no two agreements are the same and therefore it is most imperative that local lodge officers know their individual agreements.

Vice President Chandler reported on the most recent protective

agreement that was negotiated covering the IC-GM&O merger. As this was just a general discussion, Vice President Gregg offered to meet later during the meeting with any general chairmen who had questions about their individual agreement.

Vice President Bass reported on his experience of working to gain representation on the new Bay Area Rapid Transit system. BART will soon be operating in the San Francisco, California area and several organizations, including the Signalmen, are seeking to represent the craft employes on the system.

Chairman of the Board of Trustees W. W. Lauer discussed changes in the Signalmen's Constitution that were prepared by a committee of Grand Lodge officers and the Grand Board of Trustees. The general chairmen offered their comments on each proposed change and Chairman Lauer stated his committee would consider all proposals when preparing the final recommendations.

Our Director of Research W. D. Best reported on his position, what he has encountered to date and also what has been accomplished by having such a position.

Best stated he has compiled information and facts necessary to prepare the last two wage notices. He also stated he is now hard at work compiling material to be used in our next wage notice that can be served January 1, 1973.

Attorney Edward F. Conway, Jr. of the Federal Railroad Administration described the provisions of the Federal Railway Safety Act of 1970.

J. W. Walsh, our Grand Lodge Representative who edits our Journal, discussed the carriers' applications to the Federal Railroad Administration seeking permission to remove or modify signal systems.

Walsh noted when these applications are received at Grand Lodge Headquarters, they are reviewed and those seeking to remove or downgrade a signal system or interlocking are protested by our organization.

Walsh stated all applications are sent to the general chairman on whose property the proposed work is planned. Many general chairmen then call on local lodge officers or members to compile information to effectively protest the application. He cautioned the general chairmen of the short time within which material can be received and a protest written after the application is sent by the FRA.

Walsh also gave a detailed account of all Journal business and activities.

Before the meeting adjourned on Saturday, the general chairmen gave their unanimous approval to a resolution calling on the Department of Transportation to push for federal standards governing installation and maintenance of all protective devices at highway grade crossing locations.

In another resolution adopted at the meeting, the general chairmen said they were "unalterably opposed" to the merger of the Railroad Retirement system with Social Security. Such a merger is reportedly favored by a study commission named by Congress which is due to report by the end of June.

Also, the resolution favored continued current coordination between the two systems, improved Railroad Retirement benefits and legislation that would require the railroads to pay two-thirds of the cost of Railroad Retirement tax in lieu of the 50-50 cost sharing now in effect.

A further resolution called upon Grand Lodge to develop a more efficient dues collection system and a uniform dues structure for the entire membership. This is needed, the resolution said, to provide equal and adequate representation at a time of skyrocketing cost.

Many other internal problems and organizational matters were discussed at the meeting.

The full context of the resolutions adopted are as follows:

BROTHERHOOD OF RAILROAD SIGNALMEN

RESOLUTION ON GRADE CROSSINGS

WHEREAS, There are more than 45,000 railroad-highway grade crossings at which vehicular and pedestrian traffic is protected by automatic devices; and

WHEREAS, While there are some states with standards governing the installation and maintenance of protective devices at railroad-highway grade crossings there are no federal standards; and

WHEREAS, Automatic grade crossing signal devices protect trains and railway traffic from hazards of derailments, collisions and fires in addition to protecting vehicles on the streets and highways; and

Mr. Neil F. Speirs, Labor Member of the Railroad Retirement Board, received a warm welcome from President Chamberlain in behalf of all Signalmen.

WHEREAS, The Railroad Safety Act of 1970 extended jurisdiction of the Department of Transportation to a broad area of railroad safety; Therefore,

BE IT RESOLVED, That the Grand Lodge and General Chairmen, Brotherhood of Railroad Signalmen, urges the Department of Transportation to include in its Report to Congress—Part II—a recommendation that federal standards be adopted to govern installation and maintenance of all protective devices at railroad-highway grade crossings. Such standards should govern existing and all future installations.

ADOPTED by the Grand Executive Council, Grand Board of Trustees and General Chairmen of the Brotherhood of Railroad Signalmen on this 5th day of May 1972.

BROTHERHOOD OF RAILROAD SIGNALMEN RESOLUTION ON RAILROAD RETIREMENT

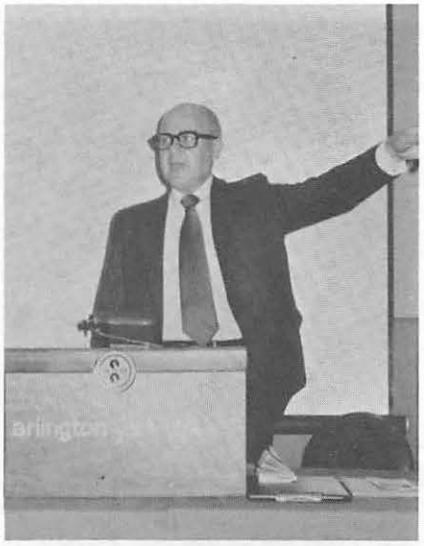
WHEREAS, Public Law 91-377, approved August 12, 1970, created a Commission on Railroad Retirement to study the railroad retirement system and to make its report and recommendations to the Congress by June 30, 1972;

WHEREAS, (it is reported) the Commission is preparing to recommend that the railroad retirement system be merged with the social security system for the purpose of providing railroad employes and their families with "basic" benefits under the Social Security Act and supplementary benefits only under the Railroad Retirement Act;

WHEREAS, such merger of the two systems has been recommended to the Congress many times since 1945 and the Congress has ignored it each time;

WHEREAS, any possible financial gain to the railroad retirement system from such merger has already been secured through the "financial interchange" provisions enacted in 1951;

WHEREAS, one result of such merger would be the loss of "dual benefits" which permit railroad retirement beneficiaries to receive more than one benefit under the Railroad Retirement Act on the basis of more than one employment record—a privilege not available under the Social Security Act but available under the Railroad Retirement Act because, in recognition of the higher taxes paid by railroad employes, the Congress has repealed all restrictions against "dual benefits;"



The meetings had their serious moments also as President Chamberlain reported on the camp car issue and other problems.

WHEREAS, another result of such merger would be a denial to railroad employes of the "residual lump sum," which could be as high as $10,000 in some cases—a provision not available under the Social Security Act but available under the Railroad Retirement Act in recognition of the higher railroad retirement taxes paid by railroad employes;

WHEREAS, still another result of such merger would be a denial to railroad employes of annuities based on "occupational disability" (as distinguished from disability for all regular employment)—a right not available under the Social Security Act but available under the Railroad Retirement Act in recognition of the higher railroad retirement taxes paid by railroad employes;

WHEREAS, other results of such merger would be a general reduction in benefits and a loss of many advantages now enjoyed by railroad employes under the Railroad Retirement Act; and

WHEREAS, the Labor Member on the Commission is reported to support such merger recommendation, Therefore be it

RESOLVED, that the Grand Executive Council, Grand Board of Trustees, and the General Chairmen of the Brotherhood of Railroad Signalmen, assembled at Arlington Heights, Illinois, on May 5, 1972, are unalterably opposed

(1) to merging the railroad retirement system with the social security system for the purpose of basic benefits under the Social Security Act, and,

(2) to any changes in the current coordination provisions between the railroad retirement and social security systems.

BE IT FURTHER RESOLVED:

(1) that the Commission recommend to the Congress that the railroad retirement system be improved as proposed

When Secretary-Treasurer R. T. Bates found Editor R. W. "Bob" McKnight of the R.S.&C. without any union identification, Brother Bates collected $2.00 from McKnight for membership in the Signalmen's Political League.

in the bill H.R. 8065, 92nd Congress, 1st session, introduced by Mr. Staggers on May 4, 1971, and H.R. 8733, 92nd Congress, 1st session, introduced by Mr. Dingell (for himself and Mr. Carney) on May 26, 1971, which bills have the support of all the railroad labor organizations, and

(2) that the Commission recommend to Congress that, as a minimum, railroad employers pay two-thirds of the costs required to maintain the railroad retirement system and employes pay one-third—the same as was provided under the Railroad Retirement Act of 1934, when the extra one-third on the railroads was assumed to be sufficient to cover the costs of the system based on services rendered before the system was established.

BE IT FURTHER RESOLVED, that President Chamberlain be directed to bring this resolution to the attention of the Commission on Railroad Retirement, the Railroad Retirement Board, the House Committee on Interstate and Foreign Commerce, the Senate Committee on Labor and Public Welfare, all railroad labor organizations and their subordinate units, and the American Federation of Labor and Congress of Industrial Organizations.

Adopted this 5th day of May, 1972.

Grand Lodge Representative and General Chairman H. A. Stockdale reported on the activities of our organization in Canada.

BROTHERHOOD OF RAILROAD SIGNALMEN RESOLUTION ON EQUAL REPRESENTATION AND DUES

WHEREAS, The Grand Lodge, Brotherhood of Railroad Signalmen, has made great progress in negotiating for its members higher wages, improved health and welfare benefits, improved holidays and vacations, a sick leave program, improved living and working conditions and other benefits, and

WHEREAS, It is imperative that Grand Lodge continue with its program to achieve its objective of obtaining rates of pay, fringe and other benefits that are commensurate with the skills and service performed by members of our skilled craft on the United States and Canadian Railroads, and

WHEREAS, It is essential that Grand Lodge be kept in a strong financial condition to enable it to continue its program, and

WHEREAS, It is essential that the General Committees and Local Lodges are placed and kept in a strong financial condition in order to provide the best possible representation to our members and support Grand Lodge in its program, and

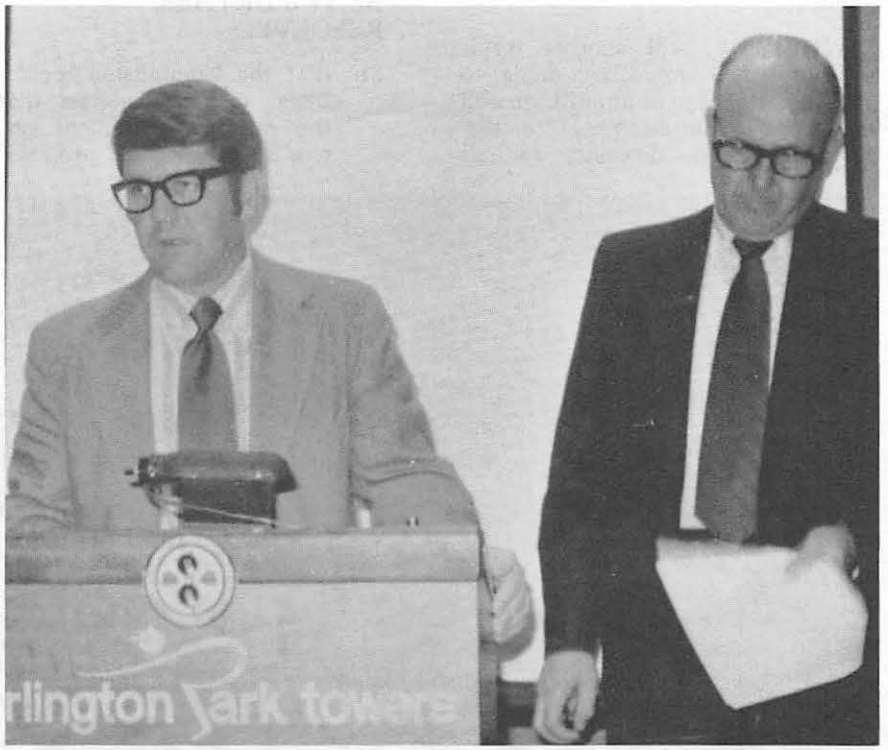
WHEREAS, It is recognized that the present dues rate and financial structure of our Local and General Committees vary considerably and are generally inadequate to permit its officers to effectively represent the membership, and

WHEREAS, The cost of operation of our Brotherhood at all levels is constantly increasing, and

WHEREAS, We have now achieved a uniform minimum mechanic's rate for our skilled members, and there is justification for a uniform dues structure among our members, therefore be it

RESOLVED, That the General Chairmen here assembled request Grand Lodge to work out a new uniform dues structure for our Locals, General Committees, and Grand Lodge, which would afford equal representation to all our members and provide adequate funds to place and keep our Locals, General Committees, and Grand Lodge in a solvent condition thereby enabling our Brotherhood to move forward with the times in achieving benefits for our members, and be it also

RESOLVED, That the Constitution changes necessary to accomplish the foregoing be submitted to a referendum vote of the Locals in accordance with the provisions of the Constitution.



Chairman of the Board of Trustees, W. W. Lauer, discussed changes in the Signalmen's Constitution that were prepared by the Committee on Laws. Brother Lauer serves as Chairman of the Laws Committee and with President Chamberlain discussed the changes with the General Chairmen.

NOTICE TO ALL LOCALS AND ALL MEMBERS Located in Indiana, Ohio, Illinois, Michigan and Kentucky

IN THE MAY ISSUE OF THE Signalman's Journal, we reported on a regional meeting that will be held on July 22, 1972 at 10:00 A.M. in Anderson, Indiana.

The meeting is open to all members of our organization who wish to attend.

Because the response to the other recently held regional meeting was so great, Grand Lodge officers have had to alter the plans for this meeting. In the past, locals have held their meetings in the morning, followed by a social hour and luncheon. The afternoon session was a joint meeting of all members, chaired by President Chamberlain.

Due to the large number of local lodges in this area, the interest shown by officers in the area, and the anticipated large attendance of members, General Chairman R. T. McGill and Grand Lodge officers assisting with the arrangements have made the following changes in the program.

This regional meeting will be confined to a joint meeting of all members in attendance and no local will hold its regular meeting at Anderson, Indiana on this date.

The location of the meeting, LINDER'S ON THE POINT AT ANDERSON, INDIANA, was chosen because of the excellent facilities, the central location and good highway system from all directions. Anderson, Indiana is located just north of Indianapolis, and is on or close to all North-South or East-West interstate highways.

As reported in the May issue of the Journal, President C. J. Chamberlain, Secretary-Treasurer R. T. Bates and other Grand Lodge officers who are available will be present. A representative from Travelers Insurance Company and the Railroad Retirement Board will also attend this meeting.

A letter of instructions notifying all locals that hold regular meetings or have chief signalmen residing in Indiana will be sent in June. Members and locals of our organization residing in Ohio, Illinois, Michigan and Kentucky will not receive any additional notification. However, we sincerely hope many or all members residing in the area will plan to attend.

Attorney Edward J. Erpelding of Indianapolis, Indiana will sponsor a social hour and luncheon for all members present.

Every member planning to attend this regional meeting and luncheon is requested to return the form found on this page to Grand Lodge Representative J. W. Walsh at Grand Lodge Headquarters by June 30. This is necessary to have an approximate number of members attending for luncheon arrangements.

We look forward to a good attendance. Every member in the area is requested to note the time, date and location. Make your plans now!

10:00 A.M., July 22, 1972
Linder's on the Point
Anderson, Indiana

Make Retirement Plans

A successful, happy retirement doesn't just happen. It takes planning. At retirement your income will probably be reduced and your spending pattern will need to adjust to your changed income. So there will be at least three important decisions to be made:

1. How will you spend your time?
2. Will you live in your present community or move to another one?
3. Will you change your type of housing?

And then, retirement can mean many things: Opportunity to stop work, cut down on activities, and rest; time to travel, develop a hobby, or start a second career.

Sound planning will make the transition to retirement living easier and help to avoid costly mistakes. If you plan to retire within the next few years, a new booklet from the U.S. Department of Agriculture can help you make some of these decisions and plans. Among the topics are suggestions on setting up a realistic and flexible budget, estimating expenses and financial resources, and where and how to live for your income and satisfaction. Copies of "A Guide To Budgeting For The Retired Couple" (G-194) are available for 10 cents from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Mr. J. W. Walsh
Brotherhood of Railroad Signalmen
2247 West Lawrence Avenue
Chicago, Illinois 60625

I will attend the regional meeting at Anderson, Indiana on July 22, 1972.

Name .....

Address .....

.....

Local No. .....

Labor Spurs Drive to Halt Exportation of Jobs

THE AFL-CIO HAS ESTABlished a special task force to mount a vigorous campaign for passage of the Burke-Hartke bill to prevent the exportation of American jobs.

The action by the federation's Executive Council will touch off a major educational and lobbying campaign for the Foreign Trade Investment Act, AFL-CIO President George Meany said.

Creation of the task force was a highlight of the one-day spring meeting of the council in Washington at which it adopted policy statements on compulsory arbitration, minimum wage, veterans and prepaid legal services.

The task force for Burke-Hartke, Meany announced, will be adequately financed, adequately staffed and have the complete support of the AFL-CIO headquarters and field staffs as well as the full cooperation of the staffs of major affiliated unions both in Washington and the field.

The administrative functions of the task force will be directed by the executive officers of the AFL-CIO. The council named the following committee to advise the task force:

Pres. I. W. Abel, Steelworkers; Pres. Peter A. Bommarito, Rubber Workers; Pres. Joseph Curran, National Maritime Union; Pres. Paul Hall, Seafarers; Pres. Paul Jennings, Electrical, Radio & Machine Workers; Pres.-Emeritus Lee W. Minton, Glass Bottle Blowers; Pres. Charles H. Pillard, International Brotherhood of Electrical Workers; Pres. William Pollock, Textile Workers Union of America; Pres. Jacob Potofsky, Clothing Workers; Pres. Floyd E. Smith, Machinists; Pres. Louis Stulberg, Ladies' Garment Workers, and Pres. Richard Walsh, Theatrical Stage Employes.

Howard P. Chester, executive secretary of the Stone, Glass & Clay Coordinating Committee, will be executive director of the task force. Chester is a former president of the Window Glass Cutters and has been an active trade unionist for the last 33 years.

The measure, known as the Burke-Hartke bill, would curb imports and discourage corporate investments abroad. This means job protection for American workers, so organized labor is squarely behind it.

Burke-Hartke's foes, led by the Nixon Administration and the international businesses whose sails would be trimmed, see the bill as a regressive and dangerous piece of trade legislation so they are feverishly at work trying to counter labor's lobbying.

Representative James A. Burke, a Massachusetts Democrat, when describing the bill, stated what the United States needs today is less talk about non-existent "free-trade" and more stress on the need for protection from the grossly unfair reality of our free trade policy.

Rep. Burke said that the Nation's current economic crisis is attributable to trade policies that are discredited by today's reality.

Speaking of free trade, he said, "the myth is beginning to wear thin. Trade barriers are up around the world and our encouragement of foreign investment has become a Frankenstein's monster, rending apart the basis of our foreign trade."

He said, "we see whole industries closing as their operations move to subsidiaries of American firms scattered around the globe; we see people lining up to cash unemployment checks, people who have many skills to contribute to America's development and who cannot because the jobs aren't there.

"That means more to me than just reading the cold fact that our trade deficit is now 9.8 percent. . . . It means to me that our trade policies are bankrupting the country."

He said measures pending in Congress, including his bill, would seek to put an end to the losses. However, he added, "every time you try to discuss these trade measures, someone conditioned by the old mythology of free trade hollers the word 'protectionist.' "

He said his bill was not a protectionist measure but a realistic one:

"We need to protect ourselves in many fields from this incredible flood of imports that has washed thousands of jobs away in its wake. And we have to establish our right to the Government's fair share of the profits that multinational corporations are raking in by producing things abroad, and sending them back here for sale."

A statement issued by Meany on the creation of the task force for Burke-Hartke stressed the importance the AFL-CIO attaches to the measure. He said:

"It can provide both immediate remedies and long-term answers to the inrush of imports, the outflow of capital and technology and provide the Congress with the kind of help it now seeks in solving one of the major problems in the last third of the 20th Century: How can the United States have healthy, productive, fully-employed citizens and higher living standards in a modern world of nations?

"The Burke-Hartke bill is a posi-

LATE BLOOMER

He didn't say his first word until he was 3.
At 7, his teacher said "nothing good would ever become of him."
When he was 16, he left his homeland to avoid the draft.
He couldn't get a job at 19 because of his long hair and wrinkled clothes.
Before he was 30, he revolutionized man's understanding of nature.
Who was he? —Albert Einstein, great scientist, impassioned humanitarian and internationalist, and anti-war activist.

tive program for American taxpayers, consumers and workers."

Outlining the dimensions of the problem, Meany cited these statistics:

"Nine out of 10 radios sold in the United States are made abroad. Also made abroad are one out of six new cars, seven out of 10 sweaters, 19 out of 20 motorcycles, one out of two nails and staples, nine out of 10 baseball mitts."

American workers, he said, "can no longer be deceived that the loss of their jobs helps benefit the American consumer by the purchase of imports. These workers do not want a handout from the government, paid for by their taxes, as a substitute for jobs shipped abroad by giant firms for the stockholders' advantage.

"The United States is in trouble. Taxpayers are fed up. The AFL-CIO is against the use of tax money to support private greed at public expense.

"We are not isolationists. We reject the doctrine of isolationism.

"We are realists. We believe there is no such thing as 'free trade' in the world today in the traditional meaning of that term.

"We insist there must be fair trade and that America must face up to that need.

"America needs realistic action for the present and future, not a return to the ideas of the past.

"Burke-Hartke would meet that need."

Notice To All Members of Local 94

The next regular meeting of Winston Local 94 will be held in Mansfield, Ohio, on Saturday, July 15, 1972 at the Ramada Inn, Exit 68 off I-71 and Route 30. The meeting will convene at 10:00 A.M. (EDT).

Please note the change in time and place.

Our October 21, 1972 meeting will be held in Indianapolis, Indiana, at the Hospitality Motor Inn, I-70 and Post Road. The meeting will convene at 10:00 A.M. (EDT).

Please note change in time and place.

G. F. Hammond

Signalmen's Emblem Now Available

THE BROTHERHOOD OF RAILROAD SIGNALMEN'S EMBLEM is now available.

Brother Bates reports his office had many requests from the members and locals for an emblem that could be applied to car windows, bumpers or other places.

The new emblem measures approximately 4 inches by 4 inches and has a red border with white letters. The center has a white background with a light signal displaying a green over red indication and two locomotives. The emblem has an adhesive backing and can be applied to most any surface.

Secretary-Treasurer Bates is selling these emblems for 15 cents each and has requested interested members or locals who wish to purchase emblems to send their orders to his office making sure to include a return address.

Locals may wish to purchase a supply for their members or to sell at their meetings.

Send For Your Three-Color Signalmen's Decal

Signalman Drinks Tea As 40 Trains Wait

Alone in his tower on one of London's busiest rail lines, signalman Raymond Ashbee took his afternoon tea break and ignored his signal levers for 20 minutes while he drank.

More than 40 trains with thousands of commuters aboard came to a standstill. Many other trains were delayed as much as an hour.

"I'm sorry for the passengers," said Ashbee, 64, "but a man my age can't work straight through for eight hours. I had to have my tea break and I took it.

"Anyhow, there should be two of us in that box, but we are short-staffed."

A spokesman for the nationalized railways said the delays are being looked into. Ashbee plans to retire soon.

Office of the

SECRETARY-TREASURER

JULY 1 IS THE FIRST DAY OF the 1972-73 benefit year for the unemployment and sickness benefits provided for all rail employes under the Railroad Unemployment Insurance Act. The Act provides cash benefits for qualified individuals who become unemployed, but are otherwise able and available for employment and individuals who become sick or injured and therefore unable to work.

The following questions and answers illustrate the basic benefit provisions of this law which is administered by the Railroad Retirement Board.

How are these benefits computed?

Payments are made for all days of unemployment and sickness over 4 in 2-week claim periods except that for the *first* claim period for sickness in each benefit year, benefits are paid for all days of sickness over 7. Most claimants receive the present maximum daily benefit rate of $12.70 in which case their benefits can amount to $127 bi-weekly.

How long are these benefits payable?

Normal unemployment and *normal* sickness benefits are each payable for up to 26 weeks. Extended benefits of each type can be paid for an additional 13 weeks if you have 10 years of service, or an additional 26 weeks if you have 15 years of service. To be eligible for extended unemployment benefits you must not have voluntarily retired or have left work voluntarily without good cause. To be eligible for extended sickness benefits you must be under 65 years old (normal retirement age) and not have yet voluntarily retired.

What are the qualification requirements?

You are qualified in the new (1972-73) benefit year if you had railroad earnings of at least $1,000 in calendar year 1971 (the base year), not counting more than $400 for any one month. If you had no railroad service before 1971, you also must have worked in at least 7 months of that year. On the other hand, if you have at least 10 years of service, you may, under certain conditions, be able to receive benefits even though you are not qualified for the current general benefit year.

Under what conditions would I still be qualified for benefits without the required base year earnings?

Even though you did not earn $1,000 in 1971, you can still receive extended unemployment benefits in the new benefit year if you have 10 years of service, received any normal benefits for unemployment in the 1971-72 benefit year, and have not exhausted your rights to extended benefits. This also applies to benefits for sickness.

Or, if you do not qualify under these conditions, you could qualify on the basis of your 1972 rather than 1971 railroad earnings. To qualify on this basis you must (a) have earned at least $1,000 in 1972, (b) have 10 years of service and (c) be unemployed or sick for at least 14 consecutive days. Other conditions for eligibility are the same as those given for extended benefits.

How or where can I apply for unemployment benefits?

If you become unemployed, you should register for benefits within 7 days with an unemployment claims agent. Delay in registration may cause loss of benefits. Since unemployment claims agents are usually railroad employes, your railroad foreman or supervisor can generally direct you to one at or near the location of your railroad job. After the claims agent takes your application, he will set the date for your next registration. Generally you will be required to register once a week. The claims agent will forward your claims to a Board district office at the end of 14-day periods.

Your registration for unemployment benefits is also a registration for employment services provided by the Board; that is, the Board will refer you to any suitable employment that is available.

How do I go about applying for sickness benefits?

Applications for sickness benefits (Forms SI-1a & b) can be obtained from railroad employers, railroad labor organizations, or any Board office. An application (which includes a doctor's statement of sickness) is required at the beginning of each spell of sickness. The Board suggests that you obtain an application to keep on hand for use in claiming sickness benefits, and that your family know where the form is kept and how to use it. Also, it is advisable to keep your Form BA-6, Certificate of Service Months and Compensation, with the application. Your BA-6 shows your social security number and includes instructions on claiming benefits.

If, in the future, you become unable to work because you are sick, complete the application, have your doctor complete his part of the form, and then mail it directly to Railroad Retirement Board head-

This Year, It's Twice as Important

$2 in '72 for S. P. L.

quarters in Chicago. Enclose the right-hand portion of your BA-6 form if it is available but do not delay sending your application if you cannot locate your BA-6.

Is there a time limit on filing a sickness application?

Applications should be mailed by the seventh day of the illness for which benefits are claimed. If you are too sick to complete the application, someone else may do this for you. If the application is not filed on time, benefits may be delayed, or in some cases even lost if no acceptable explanation for the late filing is given.

Are unemployment benefits payable to an employe not working because of a strike?

During a legal strike benefits can be paid to those taking part in the strike as well as to other employes who do not work because they refuse to cross picket lines. During a strike begun in violation of the Railway Labor Act or the established rules and practices of the striker's labor organization, the strikers would not be eligible, but other employes refusing to cross picket lines may still be eligible for benefits.

I have just applied for sickness benefits because of a work injury, but also expect to receive a cash settlement from my employer because of the injury sometime in the future. Will this prevent the payment of sickness benefits?

Sickness benefits can be paid regardless of the possible liability of your employer or some other person for an injury or disability that keeps you from working. However, the benefits will be recovered from any damages paid to you later by the liable party.

How does the award of a railroad retirement annuity or social security benefit affect the payment of railroad unemployment or sickness benefits?

Unemployment or sickness benefits are payable only to the extent that they exceed the amount of an annuity and/or social security benefit payable for the same days. In many cases, some unemployment or sickness benefits still remain payable.

Do employes make contributions for unemployment and sickness benefits?

No, these benefits are financed by taxes on employers only.

Are these benefits subject to income taxes?

No.

R. R. Board Chairman Retiring June 30

RAILROAD RETIREMENT Board Chairman Howard W. Habermeyer announced his retirement, effective June 30, ending a long and exceptional Federal career with the Board. Mr. Habermeyer has served as chairman of the Retirement Board since his appointment by President Eisenhower in 1956. He was later reappointed, for a five year term each, by Presidents Eisenhower, Kennedy, and Johnson. His current appointment will expire August 29, 1972.

Mr. Habermeyer, the fourth chairman since the Railroad Retirement Board was established in 1936, began his Board career as a messenger in 1936 at the age of 21. After service in the army during World War II, he subsequently became director of the Board's Bureau of Wage and Service Records. From this post he was appointed chairman.

The year before his appointment, Mr. Habermeyer had been named by the U.S. Junior Chamber of Commerce as one of the ten outstanding young men in the Federal Government.

Mr. Habermeyer's career has been solely with the Railroad Retirement Board. He is a native of Aurora, Illinois, where he still resides.

The Retirement Board is composed of a chairman, a representative of Railroad Labor and a representative of Railroad Management. The Board administers two laws; the Railroad Retirement Act and the Railroad Unemployment Act, however, it has no role in making legislative policy.

People who live in glass houses shouldn't get stoned.

The narrower the mind, the broader the statement.—Anon.

N.Y. Telephone Pact Approved By Pay Board

THE PAY BOARD APproved a 15.3 percent wage increase in the first year of a three-year contract for 38,000 New York Telephone Co. employes who are represented by 23 Communication Workers local unions.

The full board approved the raise on the grounds that vetoing it would result in a "gross inequity." Although the increase exceeds Phase 2 guidelines, it is similar to an increase provided in a nationwide telephone workers' settlement that took effect just before the wage-price freeze began Aug. 15.

The board's approval came after it had held up the increase for further study. The Pay Board's three-man subcommittee earlier had approved the 15.3 percent raise, but the settlement was challenged by other members of the board.

The New York workers won their agreement after a seven-month strike which began July 14.

Last February, the strikers agreed to a pact providing a 33.5 percent increase in base pay over three years, bringing senior craftsmen to $259 weekly in the final year.

Haley Nominated For Safety Board

PRESIDENT RICHARD M. Nixon has nominated William R. Haley, Legislative Assistant to Senator John Sherman Cooper (R.) of Kentucky for a five-year term as a Member of the National Transportation Safety Board.

Mr. Haley replaces Board Member Oscar M. Laurel who has been serving on an interim basis since his term expired on December 31, 1971.

For over eight years he served as Legislative Assistant to Senator Cooper, and during the year 1966, Mr. Haley acted as Minority Counsel to the Republican members of the Senate Public Works Committee. He is a graduate of Princeton University, A.B., 1945, and of the Harvard Law School, LLB., 1948, and is a member of the Bar of the District of Columbia.

Prior to serving with Senator Cooper, Mr. Haley was in private law practice and an attorney with the International Division of the Mobil Oil Company, New York City. During the period 1955 to 1959, he was staff attorney first with the Federal Trade Commission, and then with the Securities Exchange Commission. He has lectured on anti-trust law and S.E.C. practice at St. John's University Law School in New York.

YOUR WASHINGTON Reporter

By R. E. Porter

A BATTLE IS MOUNTING IN Congress against the escalation by railroads of branch line abandonments. Members of Congress are becoming increasingly disturbed over the flood of carrier applications for such abandonments and over the rate at which the Interstate Commerce Commission is approving them.

This concern spilled over at a recent session of the U.S. Senate where Republican and Democratic senators alike demanded a halt in the track abandonment drive. They pressed for action on a joint resolution (S. J. Res. 225) which called for a year's moratorium until mid-1973 on further abandonments. Many members of the House likewise lined up behind this measure.

Railway unions have sent appeals to their officers and members to do all in their power to help secure approval of the year's moratorium on abandonments. They were urged to make personal contacts with their Congressmen and Senators, or to write these lawmakers, in support of the moratorium resolution.

Further, the unions cite the fact that an Administration bill and other measures pending in Congress contain provisions designed to expedite handling of abandonment applications. These provisions, the unions point out, "contemplate elimination of at least 10 percent of existing rail mileage within less than one year after enactment," and more thereafter. The effect would be to "skeletonize the rail network in this country."

In view of this threat, it is all the more important, the unions stress, to line up backing for the proposal to bring about a year's moratorium on abandonments.

In the Senate, the resolution brought sponsorship from both sides of the aisle. The initial sponsors include Republicans Schweiker and Scott (Pa.); Case (N.J.), Boggs (Del.) and Mrs. Smith (Me.). The Democratic sponsors include Mondale (Minn.), Talmadge (Ga.), Hughes (Ia.) and Burdick (N.D.). Other Senators were joining as sponsors.

The resolution pointed out that "transportation requirements of the U.S. will double within the next 10 to 20 years" and that, therefore, "the preservation of a national rail transportation system is a matter of the highest priority." A moratorium is needed, the measure said, so as to provide time for a full study of the impact of the projected abandonments.

Schweiker, who led off Senate debate for the resolution, turned his fire primarily on new short-cut procedures contained in an order issued by the ICC for "quickie" approval of branch line abandonments.

He warned that "the effect of this order, should it remain in force, would be the wholesale abandonment of lines of railroad which under the law as it is now constituted could not be abandoned." He charged that the order "deprives shippers and employes of the opportunity to have their evidence properly weighed on the scale of public convenience and necessity."

Continued abandonments, Schweiker added, are dealing a "near fatal blow" to many small communities, and to businessmen in those areas who must "rely on existing branch and spur lines" to stay alive.

Mondale likewise declared that continued abandonments would be "a severe threat to rural businesses and farmers," and "should not be allowed to continue." Other senators made similar points, warning that the rampage of abandonments could make a wasteland of rural America.

* * *

Better times may be ahead for Amtrak, the semi-public corporation in charge of most of the nation's rail passenger service. At this writing, legislation was moving through Congress to give Amtrak substantially more money for its operations up to mid-1973.

The legislation passed the House and Senate in different versions, and these were being reconciled by conference committees of the two chambers preparatory to final passage of an agreed-upon draft.

Under the House version, Amtrak would get another $174 million in federal grants, plus an additional $100 million in federal loan guarantees. The Senate was much more liberal. It voted to increase the grants to $274 million, plus another $50 million to finance improvements in rail facilities and equipment in the nation's urban "corridors"—that is, between metropolitan areas less than 500 miles apart. Also, the Senate version would increase the loan guarantees for capital improvements by $200 million, double the House figure.

In addition, the Senate version contained highly-important labor protective provisions which would safeguard employes affected by discontinuance, modification or termination of passenger service arising from the Amtrak takeover of passenger runs from the railroads. These provisions are stronger than contained in the original Amtrak law and it is made clear that they apply also to employes of railroad terminal companies.

Both Senate and House versions included language which would restore the free or reduced-rate pass privileges which prevailed prior to the Amtrak takeover of passenger trains on May 1, 1971, and the railroads would be required to reimburse Amtrak for the cost of such passes for employes, retirees and

their dependents. Sen. Vance Hartke (D., Ind.), who piloted the bill to Senate enactment, said this provision "seems only proper since it is, after all, the railroads' own policies that would be reinstituted."

* * *

Among other Amtrak developments were announcements of changes and improvements in service, some effective May 1, other June 11.

These included an increase in Metroliner runs between Washington and Chicago from 12 to 14 roundtrips daily; restoration of an overnight conventional train between Washington and Boston; a complete refurbishing of the Broadway Limited between New York and Chicago, and of several other long-distance trains; addition of a second Chicago-Los Angeles train, and expansion of several Western trains from tri-weekly to daily service. This was offset by some reductions in service, however.

Amtrak also announced that it will spend $100 million this year on acquisition of new passenger cars and locomotives.

Further, in double-page advertisements carried in many newspapers, Amtrak listed some of its accomplishments during its first year of operation, among them these:

- Of 3,000 passenger cars in service on May 1, 1971, Amtrak picked out the best 1,277 and these "are being completely overhauled and refurbished."
- Schedules and connections of most trains have been improved.
- Metroliner trains have been doubled from the seven operating a year ago.
- A unified credit system has been established for charging Amtrak tickets.
- A number of promotional fares have been instituted, including a new low $9.90 fare between New York and Boston which "produced a marked increase in ridership."
- A unique vacation plan was introduced on the Florida runs under which three full fares entitle a family or group to the use of a free rental car for a week in Florida.

Various other changes were listed, but the Amtrak ads conceded that "we still face major problems that will take lots of time, money and planning to solve."

"We're not going to stop," the ads informed travelers, "until you get the kind of train service Ameriea deserves."

Veteran Labor Mediators Voice Opposition to Bill

DAVID L. COLE, LONG-TIME LABOR MEDIATOR AND ARBITrator, told a Senate Labor subcommittee he was strongly opposed to President Nixon's proposal aimed at banning strikes in the transportation industry and imposing a compulsory arbitration system.

Cole joined another veteran mediator, Theodore W. Kheel, in opposing the Nixon plan. Kheel previously testified against the proposal, calling the so-called "final offer selection" provisions "compulsory arbitration at its worst."

Cole warned the senators that "unacceptable things are hard to make work in our society," citing the case of New York public employe strikes even after passage of the Taylor Law which forbids strikes in the public sector.

Cole pointed out that there have been more strikes by New York public employes since the law was passed than there had been before.

"There is no sign unions intend to comply if they feel they have an injustice," he said.

Cole said he could not conceive of final offer selection working in the railroad sector because of the technical nature of collective bargaining in the industry.

Railroad agreements sometimes run to 100 pages, and Cole suggested that either side might take advantage of the procedure to propose a wage increase favorable to the other party in order to slip in work rules that could not be understood by the selection board in the short time it had to operate.

He said a railroad emergency board on which he served in 1948 worked for months on the issue of a 40-hour week for railroad workers.

Besides serving on such emergency boards, Cole is a former director of the Federal Mediation & Conciliation Service and has served as chairman of the New Jersey State Mediation Service and a member of the National War Labor Board.

Currently he is an arbitrator and mediator of labor disputes and an umpire under the AFL-CIO Internal Disputes Plan.

One Vote Counts!

IN VIRGINIA IT WAS A HUNGRY BABY . . .

In Fairfax County, Va., a hungry baby caused Republican William Moss a one-vote defeat and a seat in the state house of delegates. That's how he explains his 16,410 to 16,409 loss November 2. Moss says he was at a precinct polling place at 6:15 p.m., 45 minutes before polls closed, when he met a couple with a baby coming to vote. The couple told Moss they were going to vote for him. But when they saw the long line of people waiting to vote, the husband said they had to leave because "the baby has to be fed." Two fewer votes and a one-vote defeat. One vote counts!

Three other elections in Virginia show that every vote counts. One Fairfax County Board of Supervisors contest resulted in a 4,419 to 4,405 outcome, 14 votes. Another for the house of delegates in Alexandria wound up 6,161 to 6,077, only 84 votes. In another house of delegates race, the vote was 19,959 to 19,930, only 29 votes.

In Bridgeport, Three Out of 41,063

In Bridgeport, Conn., November 2 just three votes out of 41,063 votes cast settled the mayoral race. GOP candidate Nicolas Panuzio nipped Mayor Hugh Curran's fourth-term effort, 20,533 to 20,530.

In Long Island, It's A Habit

In Yaphank, Long Island, Louis Price did it again—or had it done to him again. Running for town supervisor, he won the unofficial count by two votes only to have it reversed when absentee ballots were counted. He lost 451 to 499. But it's an old story to Price. The first time he ran, back in 1959, he also lost by two votes. Four years ago when he ran for the same office, he lost by five votes.

Attend Your Union Meetings

news from Canada

CN Revised Constitution For The Union-Management Co-Operative Movement

IN THE ENGINEERING DEpartment there has been for some time a growing general dissatisfaction with the Co-Operative Movement among people in both labour and management. It has become apparent that the total social, economic and labour-management climate has changed radically since this Movement was first instituted in 1929, and that the present Constitution and procedures inhibit the accomplishment of the basic purpose of the Movement.

At the annual system meeting held in October 1971 a decision was made to form a committee to study the effectiveness of the Movement in relation to present-day needs, and to recommend any changes necessary.

A committee consisting of officers of the brotherhoods involved and senior Engineering officers developed and presented a revised Constitution to the annual system meeting held in April this year.

The revised Constitution is intended to revitalize the Movement and make it far more effective in accomplishing its basic purpose of providing an organization in which management and labour can meet in an atmosphere of cooperation and goodwill, to explore and resolve items of mutual concern in a manner most advantageous to all.

The revised Constitution was formally approved by the system committee and is now being put into its final form for printing and distribution to all concerned later in the season.

To allow time for all persons involved to become familiar with the new proceedings, the effective date will be January 1973.

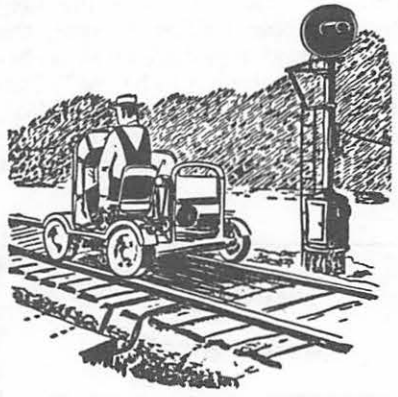
The timing of this revised Constitution is considered most appropriate since it coincides with the realignment of duties and responsibilities within the Engineering function. The trend toward the elimination of the area engineers and the direction of the sub-functions (track welding, work equipment, bridges and structures, signals) from regional headquarters has strongly influenced the development of the new Constitution.

The essential changes in the Constitution and procedures to achieve the objective of making this a strong and useful tool to both management and labour are outlined below.

In general, all of the committees and all of the meetings will be organized as working groups, with the objective of producing results of value to all the people involved or represented.

The system and regional meetings will be relatively unchanged in principle and scope. However, the area committees will be replaced by functional committees.

The functional committees will be oriented to deal with problems related to one of the following:



1. Track, welding and work equipment.
2. Bridges and structures (including regional steel and masonry gangs).
3. Signals.

This will permit people with similar problems, and with expert knowledge of the subjects to be discussed, to put their abilities to the best use in developing answers and putting improvements into effect.

The rules and procedures laid down in the new Constitution are purposely flexible, so that within broad limits, each committee will be able to arrange and conduct its meetings in the manner most satisfactory to that committee.

The only basic restriction placed is that committees shall not take any action on matters which come within the provisions of any collective agreement, which are subject to agreed grievance procedures or are subject to collective agreement negotiations. Other than this, there will be no limit on the range of subjects for discussion, or on which action may be taken, within the limitation of the authority of the members of each committee.

The chairmanship of all committees will be on a shared basis between labour and management. The chairmen will be selected by management and a co-chairman will be selected by labour. Both will be responsible for ensuring that the meetings will be effective in accomplishing the desired results.

The membership, the frequency of meetings, the gathering and development of subjects for discussion, the preparation and advance distribution of the agenda, the recording and distribution of the minutes, the recognition of the efforts of all who

participate in the meetings or submit items for discussion, and all other factors related to the meetings will be directed by the chairman and co-chairman toward making the meetings productive and rewarding, not only to the people at the meeting but also to all the people who will be affected by the results produced and the information coming out of the meeting.

It is intended that sub-committees will be used extensively. They will be appointed by each committee as necessary to produce the facts based on a thorough investigation of all aspects of a problem, or idea. Their report will enable items to be brought to a logical conclusion based on sound practices. The sub-committees must have representation from both labour and management, to ensure that both practical and engineering skills and viewpoints are included in the study. These sub-committees will undoubtedly become the main "working force" of the Movement.

Not all items submitted will necessarily be discussed at the meetings. The chairman and co-chairman will together screen the items ahead of time, and handle all items which can be taken care of through the regular channels within the company or brotherhoods. Items which appear to be potential candidates for award through the CN suggestion plan will be developed as necessary and submitted through the suggestor to the plan, and not pursued further through the Movement, unless further development or assistance to the suggestor is needed. In every case, it is intended that the person submitting any item be advised of the action taken on his submission, or if no action is intended, the reason will be stated.

After an item has been developed through the efforts of a committee or sub-committee it will be implemented, if possible, or other action taken for approval or further development with a *minimum of delay,* so that those involved will be able to see results for their efforts as soon as practical.

The minutes of meetings will be designed to pass on information to the persons *not* in attendance at the meeting on the significance of the items discussed and the accomplishments of the meetings. They will be given widespread distribution so that interested people will have access to a copy of the minutes of a committee in which they have interest.

Other methods of circulation of information on items or ideas with widespread merit will be used, such as articles in railway and union publications or by engineering newsletters.

These meetings will not be used as a substitute for the normal discussions and regular methods of communication between labour and management personnel of all ranks on subjects of everyday concern, but will concentrate on the items which can best be handled through the Co-Operative Movement. Probably one of the highest priority items for thought and discussion by all interested people and by all of the committees, or other groups, will be how to best stimulate and gather the subjects for discussion, ideas for improvement, etc.

To make this Movement an effective tool, useful to all of the people in the engineering function represented by the Movement, will take active participation and co-operation, and a good deal of work on the part of every person involved.

I know we can do it with your help.

The following are the members of the committee who developed the new Constitution: Brotherhood of Maintenance of Way Employes: P. A. Legros, T. V. Greig, R. A. Oakes, F. R. Winkler, J. W. Kowalchuk; Brotherhood of Railroad Signalmen: N. A. Cotton, J. E. Platt; Railway Management: A. E. Monaghan, P. P. Gajerski, N. M. Engelman, J. B. Kerby, W. C. Murray.

If any assistance is required in the introduction or implementation of the new Constitution or procedures, please feel free to call on any of these people or on the committee as a whole.

DOT Given Wider Role

THE HOUSE OF REPRESENtatives, in a little noticed action, has instructed the secretary of transportation to inject himself into the rail labor situation. If the Senate goes along with the proposal it will have widened the DOT's role considerably from the role envisioned when the agency was established five years ago.

In authorizing the $170 million expenditure for Amtrak the House instructed the DOT to make specific recommendations on March 15, 1973, for work rules changes, manning requirements, and daily compensation rates, along with protective measures for rail workers who might be laid off.

Grade Crossing Project Set

THE DEPARTMENT OF Transportation has joined with Maryland and West Virginia in a railroad-highway grade crossing protection demonstration project.

The demonstration involves the installation and evaluation of new passive protection signs at 204 public railroad-highway grade crossings along the 351-mile B&O Railroad mainline between Washington, D.C. and Parkersburg, W. Va.

The $14,000 cost of manufacturing the signs will be funded by the department's Federal Railroad Administration. The signs will be installed by the two states.

The Washington to Parkersburg route is where the department and Amtrak introduced temporary experimental turbotrain service.

Many issues were discussed and plans made for improvements in Canada when General Chairmen H. A. Stockdale, J. E. Dubois and A. N. Cotton met with President Chamberlain.

Rock Island Signalmen Graduate

THE FIRST CLASS OF SIGnalmen recently graduated from the Rock Island "Signal College" and received their diplomas at graduation ceremonies held at the school facility in Silvis, Illinois.

Gil Morgan, Rock Island general signal supervisor and one of the innovators of the school, acted as master of ceremonies and presented certificates to the first six graduates. They were Darrel G. Boulware, signal maintainer, East Moline; Dennis D. Rankin, signal maintainer, Earlham, Iowa; Alton D. Turner, signal maintainer, Brinkley, Arkansas; Reginald C. Edmondson, signal supervisor-systems, Chicago, Illinois; Thomas A. Johnson, assistant signal supervisor, Iowa City, Iowa; and Bert R. Ford, signal testman, Rock Island, Illinois.

This special signal training school opened its doors in mid March 1970 after former General Chairman A. E. Ketterman and Vice President C. S. Chandler negotiated an agreement to establish a training program on the Rock Island.

The school originated because of the lack of such schooling on the outside, and the growth and modernization of signaling on the Rock Island led officials to recognize the need for trained signal personnel.

Gil Morgan, a carrier signal officer, who had advocated the need for this type of classroom training was given the test of developing a signal training program.

Prior to the agreement establishing the Silvis classroom, the Rock Island conducted a few classes on a voluntary basis on the part of the employes. The classes were held after working hours and were reported as not being too successful.

The Signalmen's Agreement with the Rock Island requires the entire schooling will cover a two year period and will have five two week periods of classroom instruction alternating with experience in the field. The program is designed to have six students in class at one time for two weeks of classroom instruction, then they return to their jobs for a period of time, return for another two weeks of instruction. This is continued until all five class sessions are finished, culminating in the formal graduation.

While attending classes at Silvis, students are paid all expenses and their regular rate of pay.

The Rock Island training facility is equipped with the newest signaling devices and has a model layout to simulate actual signal systems found on the railroad. The equipment is set up to allow each student to follow movement through each circuit and become acquainted with the function of each part of the system. The facility includes power switches, highway crossing gates and flashers, relays, switch boxes and other signal apparatus that the student will be required to maintain. There is even a small pole line set up on two stub poles and cable from a relay case to the equipment giving the student a feeling of working on live field equipment.

In conjunction with the classes is a home study course based on a set of five training manuals reprinted through the courtesy of the Canadian National Railway. The CN manuals were chosen by the Rock Island because of the vast knowledge and the complete success of the CN since developing their training program. The CN had just completed revision of their study material, upgrading all lessons and examinations, including the addition of new material.

At the time the school originated, the Rock Island was the only railroad in the United States with a full time signal training program. Since then several other railroads have initiated training programs, many using the CN and Rock Island programs as guidelines.

Signal Training Supervisor Robert L. Dilts, who is also the instructor at the school, noted how serious the student signalmen were about their training. As an example, no one averaged lower than 86 percent for the two years and the "class valedictorian" Tom Johnson hit 97.3 percent. This despite the agreement requirement that a student must receive at least 70 percent grade to pass an examination on both home study and class work. Dilts stated that it is quite evident that the students burned a lot of midnight oil between classes to do so well.

Among those attending the graduation ceremonies were J. B. Buffalo, vice president, operations and maintenance; C. J. Nelson, general superintendent, communications and signals; M. R. Ewing, Illinois division superintendent; W. B. Johnson, signal engineer; D. L. Johnson, assistant signal engineer; A. W. Brown, manager employment and training; P. A. Riggs, Illinois division safety officer; L. R.

(cont'd on next page)

The graduates posed for their class picture with the Master of Ceremonies Gil Morgan. Left to right are: Bert R. Ford, Rock Island; Dennis D. Rankin, Earlham, Iowa; Darrel G. Boulware, East Moline; Gil Morgan, General Signal Supervisor; Thomas A. Johnson, Iowa City; Reginold Edmondson, Chicago; and Alton D. Turner, Brinkley, Arkansas.

Rock Island Signalmen Graduate

(cont'd. from preceding page)

Goentzel, signal construction supervisor; Grand Lodge Representative G. F. Harper, who is also the general chairman for the Rock Island, and Grand Lodge Representative J. W. Walsh.

Brother Harper congratulated the students on their fine achievement and stated that the Brotherhood of Railroad Signalmen was very proud to take part in the graduation program. He said our organization was very happy to be able to enter into an agreement with the Rock Island to establish the training program. Their classroom facilities are the very best, he said, and stood as a fine example of how the proper training facilities should be and that they are needed by every carrier in the United States today.

Harper spoke of the rapid growth of signaling in the United States and Canada and the need for well trained signal personnel to aid in the growth of the signal industry in the years to come.

The Brotherhood of Railroad Signalmen stands ready to assist in any manner to improve the Rock Island or any other training program that we have been able to establish with a carrier. He said that President Chamberlain and all Grand Lodge Officers view training agreements as one of the greatest accomplishments our organization has made in recent years because they will increase the skill of the people we represent and assist in increasing the safety and efficiency of train operation.

Is the program worthwhile? "We definitely think so," said Mr. Nelson. "By giving our people book work and theory along with field work, we feel they can become more efficient signalmen, benefiting both themselves and the company. We needed something like this for many years and I was only too happy when management gave us the go ahead two years ago to begin this program."

Brain—not only the greatest computer ever devised, but the only one produced by unskilled labor.—Bob Considine.

If the rich could hire other people to die for them, the poor could make a wonderful living.—Yiddish proverb.

Safety Board Refuses Carriers Request for Signal Removal

THE RAILROAD SAFETY BOARD HAS DENIED SEVERAL APPLICations filed by the carriers seeking permission to remove or modify existing signal systems.

A few of the recent applications that were denied by the Safety Board were the Chicago, Rock Island and Pacific Railroad's request for permission to discontinue the automatic cab signal system in the Rock Island, Moline and Davenport area; the Reading's application to discontinue the automatic block signal system on the Newtown Branch in Montgomery and Buck counties, Pa., and the Chicago and North Western's application to discontinue the automatic interlocking at Eagle Grove, Iowa. In denying the North Western's application, the Safety Board found the discontinuance of the interlocking would reduce existing protection and safety and would adversely affect highway traffic by blocking street crossings in the area.

The Brotherhood of Railroad Signalmen has filed protests with the Safety Board on all applications that would remove or downgrade any existing signal system and thereby reduce the existing protection and safety of train operation.

The reasons stated on some applications for requesting removal of the signals are because of the discontinued passenger trains or that the signal system is no longer necessary for safe operation.

Fortunately the Bureau of Safety has its own opinion of the protection given by signal systems. This one bureau in the Federal Railroad Administration has given most applications that downgrade a signal system a very close review before making any decisions.

The National Transportation Safety Board is another agency in the Department of Transportation that recognized the importance of signal systems for safe train operation. This Transportation Safety Board found, in a recent report, that technology at a reasonable cost is available which would aid the signal systems and appliances in overcoming many of the conditions and circumstances leading to costly collisions.

ILPA Makes New Plea Against Postal Hike Harmful To Labor

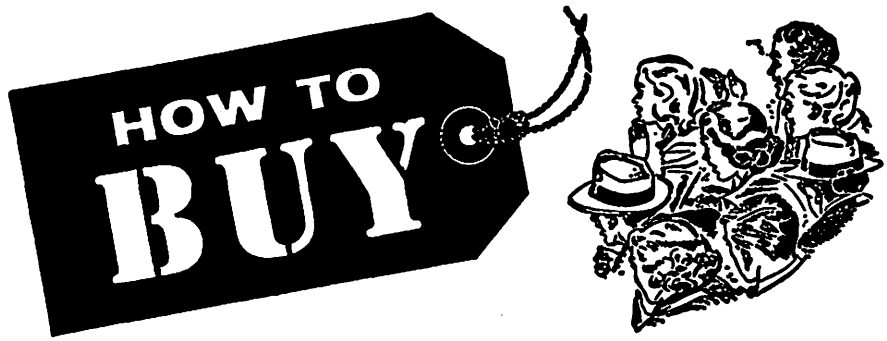
IN FINAL ARGUMENTS BEfore the Postal Rate Commission, the International Labor Press Association has charged that proposed hikes in Second Class rates, highly damaging to the labor press, are contrary to Congressional intent.

Kenneth Fiester, representing the ILPA, told the Commission that the proposed increases by the Chief Hearing Examiner more than doubling rates go far beyond what Congress had in mind when it turned rate-making over to the newly-created Postal Service.

"We say with complete confidence that Congress did not anticipate non-profit Second Class increases in the order now proposed," Fiester said. "We freely acknowledge the desire of Congress to get out of the rate-making business. But no one hinted to a Congressman that in about a year his church would have to pay twice as much to mail its little bulletin or that the central labor council in his home city would have to stop publishing its paper."

Fiester said that the proposed new rates would drive many labor papers out of business and that this would be "a flagrant offense against the public interest." He further pointed out that "in specific terms, it would hamper labor organizations in fulfilling obligations imposed upon them by Congress; timely notification to members of election of officers, and periodic distribution to members of financial reports. Further, it would severely restrict what are, in a pragmatic sense, the only sources of union news available to union members."

***It's Our American Privilege to* REGISTER and VOTE**



By SIDNEY MARGOLIUS, for The Signalman's Journal

CURRENT INFLATION HITS POOR HARDEST, DATA PROVES

WHEN THE GOVERNMENT released figures recently on what standard budgets now cost, one of the most alarming facts revealed is that the low-income budget has gone up even more than the intermediate and higher level budgets.

Thus, our warning last year that this inflation is hitting the poor the hardest has been confirmed by the Bureau of Labor Statistic's own data.

The impact on low-income families has been especially severe the past year and a half. In that period the total cost of the lower budget has gone up 3.6 percent compared to 2.9 for the intermediate level and 2.5 for the higher or executive class budget. The disproportionate increases in the two lower budgets occurred because the greatest inflation has been in food and housing. These are the biggest items in the living expenses of low and moderate-income families.

Increases in actual living costs are even higher than these figures show. The rise in basic expenses since the last time the budget figures were released in the spring of 1970 has been tempered a little by last year's reduction in income taxes. Thus, the cost of the basic expenses in the lower-income budget went up $344. But the total living expense rose $254 because of a reduction of $90 in personal income tax in this bracket.

The costs of the intermediate budget went up $307 including the tax reduction. But the basic expenses rose $360.

In January, when the BLS did not release these updated budgets as was expected, we published our own updated estimates. Commissioner Geoffrey H. Moore has written us that our comment that BLS was withholding this information was "incorrect." We are glad to report Commissioner Moore's statement but wish to point out that it has been a year and a half since the last release of these significant figures instead of one year as we expected on the basis of previous releases. Commissioner Moore says that the delay was caused by the need to wait until the end of 1971 for new federal and state tax figures.

U.S. Sen. Frank Church of Idaho, Chairman of the Senate Special Committee on Aging, also has been concerned about the delayed publication of the BLS estimate of budget costs for retired couples. He has been pushing the Labor Department to continue to publish these figures on the basis that they are needed as a guide to living costs of the elderly. Senator Church deserves a vote of thanks for his careful watch since the retired couples' budgets are the only authoritative yardsticks available to counselors, planners and working people trying to figure out how much they'll need in retirement.

According to Commissioner Moore, while both the family and retirement budgets have been updated this time, no decision had been made on whether BLS will continue to calculate costs "by the methods previously used." The bureau is "considering modifying the budget program," he says. And that's something for consumers to watch out for.

The updated budget costs for an urban family of four are shown with this article. Of particular interest is the size of the food bill. It contradicts the constant claims of the U.S. Agriculture Department and the food industry that food now takes only 16 percent of income after taxes. On the contrary, an economical food expenditure takes 26 percent of the after-tax income of the intermediate budget, and 30 percent of the lower budget.

The budget costs cited are national averages. Costs are a whopping 20 percent higher in New York and Boston, and 8 to 14 percent less in the South. Most other large cities are within 5 or 6 percent of the average.

OFFICIAL UPDATED MONTHLY BUDGET ESTIMATES*

	Lower-cost standard		Intermediate standard	
	Annual	Monthly	Annual	Monthly
Food	$1,964	$163	$2,532	$211
Housing, inc. furnishings	1,516	126	2,638	220
Transportation and car costs	536	45	964	86
Clothing and personal care	848	71	1,196	100
Medical care	609	51	612	51
Other goods, services	368	31	684	57
Other costs**	744	62	979	82
Total basic expenses	$6,585	$549	$9,605	$807
Income tax	629	52	1,366	114
Totals	$7,214	$601	$10,971	$921

*Based on prices as of autumn, 1971. Costs are for family of four, with non-working wife; boy of 13, girl, 8.

**Includes gifts and contributions, life insurance, occupational expenses and social security and disability payments.

Determine Your Rights Under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

THIS INFORMATION SHOULD BE FORWARDED TO PRESIDENT C. J. CHAMBERLAIN AT GRAND LODGE HEADQUARTERS.

Atlanta, Ga. 30303. Thomas J. Lewis, Jr., Suite 400, The Equitable Building
Tel. (404) 522-4229

Aurora, Colo. 80010. John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 364-9369

Baltimore, Md. 21202. Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, N. J. 07621. Charles J. Tyne, 104 N. Washington Ave.
Tel. (201) 384-9433

Birmingham, Ala. 35203. Rives, Peterson, Pettus & Conway, 17th Floor, Twenty-one Twenty-one Bldg.
Tel. (205) 328-8141

Boston, Mass. 02108. Francis H. Farrell, Suite 701, Old South Bldg., 294 Washington Street
Tel. (617) 542-3270

Chicago, Ill. 60602. Henslee-Monek - Henslee, 120 Madison Bldg.
Tel. (312) 782-5925

Cleveland, Ohio 44114. Howard M. Metzenbaum, 700 Union Commerce Bldg.
Tel. (216) 771-4515

Denver, Colo. 80202. Alex Stephen Keller, 316 Symes Bldg.
Tel. (303) 255-3603

Fort Worth, Tex. 76102. Winfred Hooper, Jr. Hooper, Steves & Kerry 200 Fort Worth Club Bldg.
Tel. (817) 335-9377

Fort Worth, Tex. 76102. George L. Schmidt, 601 Sinclair Bldg.
Tel. (817) 335-9782

Houston, Tex. 77002. George L. Schmidt, Houston Bar Center Bldg., Suite 819, 723 Main St.
Tel. (713) 223-4466

Houston, Texas 77002. Norman R. Jones, 1200 Houston First Savings Bldg. 711 Fannin St.
Tel. (713) 255-0663

Indianapolis, Ind. 46204. Edward J. Erpelding, 111 Monument Circle, Suite 500
Tel. (317) 638-7771

Kansas City, Mo. 64105. Norman R. Jones, Suite 1420, Commerce Tower, 911 Main Street
Tel. (816) 421-5411

Kansas City, Kans. 66101. Ratner, Mattox, Ratner, Ratner & Barnes, Suite 224, One Gateway Center Office Bldg., 5th at State Street
Tel. (913) 321-2619

Los Angeles, Calif. 90012. Clifton Hildebrand, 205 S. Broadway, Suite 400
Tel. (213) 629-2214

Los Angeles, Calif. 90005. George E. Bodle, 3540 Wilshire Boulevard
Tel. (213) 385-3601

Miami, Fla. 33130. Hastings, Elias & Goldman, 315 Biscayne Bldg., 19 West Flagler St.
Tel. (305) 377-9481

Minneapolis, Minn. 55402. Eugene Rerat, 1100 First National Bank Bldg.
Tel. (612) 339-9231

Oakland, Calif. 94612. Clifton Hildebrand, 1212 Broadway
Tel. (415) 451-6732

Pittsburgh, Pa. 15219. Evans, Ivory & Evans, 711 Frick Bldg.
Tel. (412) 471-3740

Salt Lake City, Utah 84101. Wayne L. Black, 530 Judge Bldg.
Tel. (801) 364-3566

San Antonio, Tex. 78205. George L. Schmidt, 1515 NBC Bldg.
Tel. (512) 227-7565

Seattle, Washington 98104 Piehler & Allerdice 924 Arctic Bldg.
Tel. (206) 624-4700

Syracuse, N.Y. 13202. J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, Ariz. 85719. John P. Somers, 2016 East Broadway
Tel. (602) 623-6111

Vicksburg, Miss. 39180. James B. Ramsey, First National Bank Bldg.
Tel. (601) 636-5561

Wichita, Kans. 67202. Ratner, Mattox, Ratner, Ratner & Barnes, 444 No. Market, P. O. Box 306
Tel. (316) 262-6423

Wichita, Kans. 67202. John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0346

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Fort Worth & Denver

Wichita Falls, Texas (133). The Holiday Inn, Wichita Falls, Texas, was the site of Local 133's meeting held on April 16.

We are very happy to report this meeting was very well attended and when Chief Signalman C. W. Oatery called the meeting to order, the following officers and members were present: Local Chairman G. Miller, Secretary-Treasurer F. W. Barton, and Brothers Tim Wilson, J. D. Prince, T. R. Catherall, I. J. LeCroy, K. R. McClendon, W. W. Barton, R. W. Barton, A. E. Prince, H. L. Boring, E. L. Clements, G. Gordon, J. D. Cooper and J. D. Adcock.

We were honored to have as guests of our local, Vice President J. T. Bass and General Chairman W. W. Lauer.

All pending claims and grievances were discussed and our local chairman and general chairman reported on the present status of each claim being progressed by this local.

A complete report on our November 16, 1971 wage agreement was given and all present were informed of the Pay Board's action approving the five percent wage increase due April 1, 1972. It was noted that our next increase under this agreement is also five percent due October 1, 1972 and, like our April 1 increase, is subject to Pay Board approval.

Article VI of the November 16, 1971 agreement covers our camp cars. A long report on the present status of camp cars and negotiations to date was given by Brothers Bass and Lauer. Every member entered into the discussion and several positions were resolved and both the local and general chairmen were advised to take action.

It is interesting to note there are only 20 members who belong to Local 133 and 16 of those members were present at this meeting. Of the four brothers who did not attend the meeting, Brother L. Brumley was listed as being off duty due to an injury while at work. He is to have an operation. It was impossible for the other three members to attend the meeting because they had a considerable distance to travel.

Vice President Bass and General Chairman Lauer explained the reason and need for the "SIGNALMEN'S POLITICAL LEAGUE." They told the members of the need to financially support our friends in the House and Senate who have worked to pass legislation that benefits every railroad employe and also all of our retired brothers. It was explained that the money received by Grand Lodge from signalmen's dues cannot be used for political action and all money used to support our friends had to come from voluntary contributions.

After hearing of and discussing the fund, all of the brothers present expressed an interest in what our organization is trying to accomplish. It is most gratifying to report all 16 members at this meeting joined our Political League by making a contribution.

Local 133 is a small local when it comes to the number of members but it is a very active and progressive one, whose members are interested in their Brotherhood and their fellow brothers.

W. W. Lauer

The members of Signal Gang No. 1 on the Fort Worth and Denver were photographed by Brother Lauer as they prepared for a busy day. Left to right are: Signalmen H. L. Boring and J. D. Prince, Assistant Signalman G. W. Gorden, Helper Wayne Barton and Foreman Bill Barton.

Regional Joint Meeting Held At Rockford, Ill.

The Holiday Inn, Rockford, Illinois was the site of a regional joint meeting of several locals on April 29.

The locals meeting on that date were: Illinois Central system Locals 29, 70 and 81; Chicago & North Western system Local 108; and the Chicago, Milwaukee, St. Paul and Pacific Local 219.

Each of these locals conducted its regular business meeting in the morning commencing at 9:00 a.m. Many members attending drove a long distance and spent Friday night at the motel.

The general chairmen attending were: Brothers B. J. Woodruff, of the I.C.; Henry S. Gerth of the C&NW; and Leo T. Davies of the Milwaukee. All attended their locals' meeting and reported on progress being made by their office on each individual property.

Brothers Davies, Gerth and Woodruff all reported that some progress has been made in connection with Article VI of our November 16, 1971 agreement. This article covered the matter of improved living quarters for employes assigned to camp cars, trailers or other portable carrier owned facilities.

General Chairman Davies reported to Local 219 that negotiations on the

Milwaukee had reached the point where our organization had requested a neutral be assigned by the National Mediation Board.

Chicago & North Western Local 108 had the largest turnout for the day. This local conducted its regular business with an old member and former local officer attending and joining in their discussions. Brother C. J. Chamberlain had worked side by side with many of the members who were in attendance and, for most, this meeting also allowed these brothers to get together again.

General Chairman Woodruff discussed a dues increase with the members of Locals 29 and 70. He stated it was necessary to ask for an increase in the locals' per capita tax to the General Committee because of the increased cost in that office. Both Locals 29 and 70 took action to increase their locals' dues to cover these costs.

Most locals had adjourned by 11:30 a.m. and all brothers joined Attorney Norman Jones in a social hour. Mr. Jones not only sponsored the social hour but also hosted the noon buffet lunch that was enjoyed by all.

At 1:30 p.m. the group assembled and there President C. J. Chamberlain introduced Secretary-Treasurer R. T. Bates, Vice President M. B. Frye, Chairman of the Board of Trustees W. W. Lauer, Director of Research W. D. Best, and Grand Lodge Representative J. W. Walsh.

He also introduced Mr. Jones and asked Mr. Jones to inform the members of their rights under the Federal Employers' Liability Act.

Following Mr. Jones' informative remarks, President Chamberlain reported on progress made on resolving the camp car issue, wage increase due October 1, 1972, apprentice training program, and a wage notice that must be prepared, approved and served on January 1, 1973.

Secretary-Treasurer Bates reported on the financial condition of Grand Lodge funds and gave a complete accounting. Bates said his office stands ready to assist all locals and General Committee financial secretaries who need advice when filing the many government reports.

Vice President M. B. Frye gave a very informative talk on claims and grievances that are filed by our members. Brother Frye has charge of all cases that are sent to the National Railroad Adjustment Board by our organization. He commented on how the work load has increased in recent years. Frye informed all present that the signalmen would soon conduct seminars for local lodge officers.

Director of Research W. D. Best discussed his need for complete information regarding rates of pay, and many other subjects that effect our members when performing their jobs.

While checking the rates of pay for all classes provided by general chairmen following our last wage increase,

The officers and members of Local 133 who attended their April 16 meeting at Wichita Falls, Texas are shown above.

Two of the officers of Local 133 who work so hard to keep their local active and progressive are shown above, seated, left to right: Recording and Financial Secretary F. W. Barton and Vice President John Bass. Standing, left to right: General Chairman W. W. Lauer and Local Chairman Glen D. Miller.

The members of Chicago, Milwaukee, St. Paul and Pacific Local 219 who attended the regional joint meeting at Rockford, Illinois on April 29 are shown above with Grand Lodge Officers and General Chairman Leo Davies.

The officers and members of I.C. Local 29 who attended the joint regional meeting at Rockford, Illinois on April 29 took time to pose for this picture before getting down to the local's business are shown above.

Local 108 of the Chicago and North Western had very good attendance at the regional meeting in Rockford, Illinois on April 29 and posed for the above picture with their brother member, C. J. Chamberlain, who now leads the Signalmen.

Another I.C. Local, No. 70, had a very good turnout and held an interesting meeting prior to the regional joint meeting at Rockford, Illinois on April 29.

Best said he was able to detect many instances where carriers had not applied the increases properly.

Best also stated he is now compiling material for the preparation of another Section 6 Wage Notice that would be approved by the Grand Executive Council, submitted to the general chairmen, and then served on the carriers January 1, 1973.

Grand Lodge Representative J. W. Walsh discussed the need for the Signalmen's Political League. He also noted the large number of applications being filed by carriers requesting approval of the FRA for the removal or modification of signal systems.

Walsh also discussed the Signalman's Journal and answered several questions about articles in the Journal. He asked all present to appoint a correspondent who would furnish the Journal with local lodge news, obituaries and other information.

President Chamberlain and the other Grand Lodge Officers were questioned on many subjects.

The regional meeting has become the most effective way to bring large groups of members in contact with their officers. It gives all a chance to express their views, ask questions on many subjects and discuss their problems with brothers working on other railroads. But most of all it gives every member a chance to meet and talk to other signalmen and exchange ideas on how to improve our craft and organization.

The meeting in Rockford was a complete success and we look forward to many more of this type. My thanks to all who assisted in preparations and to the members who attended making it so successful and worthwhile.

B. J. W.

Obituary

Guy E. Crabtree, retired member of Local 49, Southern Railway, passed away October 20, 1971. He was 75.

Brother Crabtree began work on the Southern Railway in the signal department February, 1926. For many years he was a maintainer at Tallapoosa, Ga. At the time of his retirement in 1965 he was working the Birmingham Division, Birmingham, Alabama.

He was a member of the Tallapoosa First Baptist Church.

The officers and members of Local 49 extend their deepest sympathy to his wife, Jessie; two sons and three daughters, 16 grandchildren and 7 great grandchildren. ED.

J. P. Estes, retired member of Local 206, Missouri Pacific Railroad, passed away October 18, 1971. He was 66.

Brother Estes retired March 6, 1967 after completing over 21 years of service with the Missouri Pacific. He was employed as an assistant signalman at Palestine Division at the time of his retirement.

The officers and members of Local 206 extend their deepest sympathy to his wife and the members of his family.

ED.

James A. Sanders, retired member of Local 31, Baltimore and Ohio Railroad, passed away March 15, 1972. He was 80.

Brother Sanders was a native of Terra Alta, W. Va. and a signalman on the B&O when he retired. He was a member of Whitedale Brethern Church.

The officers and members of Local 31 extend their deepest sympathy to his two sons, three daughters, and all surviving members of his family.

DALE LEONARD

Dale D. Francis, retired member of Local 21, Kansas City Terminal Railway Co., passed away May 12.

Brother Francis retired after 47 years of service in the signal department.

The officers and members of Local 21 extend their deepest sympathy to the surviving members of his family.

H. E. NIXON

W. J. Vossen, retired member of Local 17, Chicago, Rock Island and Pacific Railroad, passed away on November 1, 1971.

Brother Vossen, retired on December 7, 1970 because of a disability.

The officers and members of Local 17 extend their deepest sympathy to his widow and the surviving members of his family.

ED.

Charles Ward Calvert, member of Local 71, died suddenly on March 8 while working in Stephensport, Kentucky. He was 53 years old.

Brother Calvert had been employed by the L&N Railroad for the past 22 years, all in the Signal Department. He was a member of our organization during most of his years of service. He had served three years in the armed forces during World War II and was a member of the VFW and American Legion.

Funeral services were held on March 11 at Princeton, Kentucky with burial in Cedar Hill Cemetery, Princeton.

Survivors include his wife Mary, a daughter Carla, both at home, a son Stanley of Princeton, one sister and two nephews.

The officers and members of Local 71 extend their deepest sympathy and assure Mrs. Calvert that "Charlie" will be greatly missed by all his fellow workers.

P. E. SHAKE

SIGNALMEN WANTED

by

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We have several immediate openings in and around the Chicago area for journeymen Signalmen. Responsibilities will include maintenance of: automatic signals, crossing protection equipment, and automatic interlocking equipment. Candidates should be available to work any shift and have their own transportation.

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WHO'S TO BLAME NOW?

THE NIXON ADMINISTRATION and the business community blamed worker wage increases as the major cause for inflation.

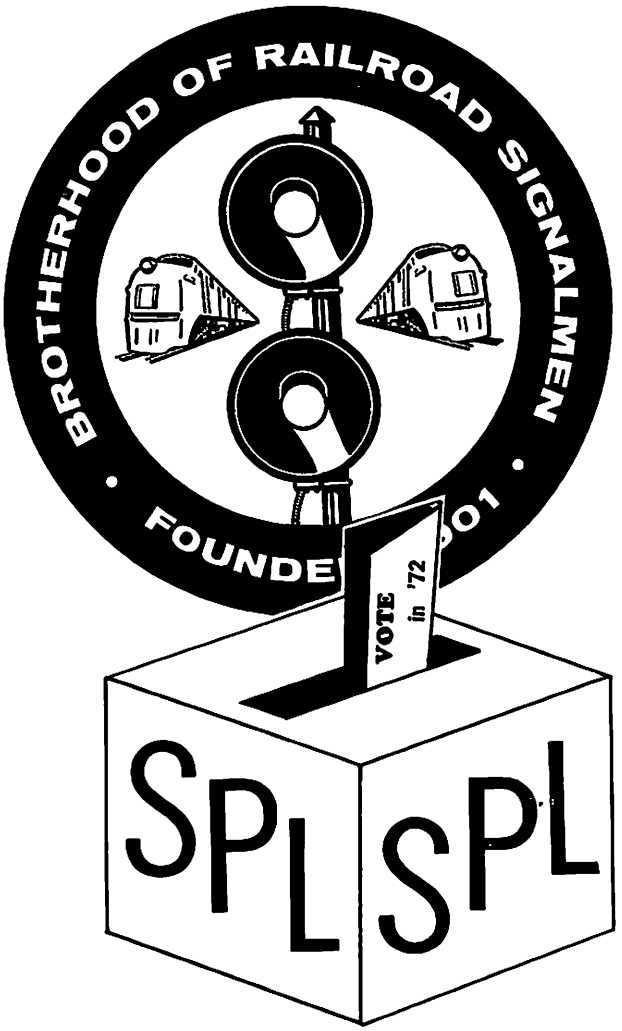
That's why President Nixon ordered a wage freeze on Aug. 15, 1971 that continued for three-months. Then he established a Wage Board to enforce a government controlled wage increase restriction of 5.5 per cent which is currently in effect.

BUT . . . consumer prices keep going up. Wholesale prices took a big jump upward in February, 1972. That means additional retail price increases will follow. That means profits increase too.

Prices continue to be inflationary . . . despite strict government wage controls.

WHO'S TO BLAME FOR INFLATION NOW?

VICTORY NOVEMBER 7 BEGINS TODAY



In the January issue of the Signalman's Journal we announced the establishment of the Signalmen's Political League.

The Brotherhood of Railroad Signalmen and all organized labor have a great stake in the November general election. If labor's friends are to be victorious on election day, we must do our part now.

This year's stakes are high. At issue are such things as better retirement benefits, restoration of pass privileges, compulsory arbitration, anti-labor legislation, unfair wage-price controls, inequitable taxes and unemployment.

Today—register to vote in your community. Registration deadlines are fast approaching.

Today—join the Signalmen's Political League to support the campaign efforts of our friends in the months ahead.

Membership is only $2.00 per person. Your $2.00 contribution will help elect labor's friends.

Make your checks payable to the Signalmen's Political League and send them to R. T. Bates, the Treasurer of the SPL, 2247 Lawrence Avenue, Chicago, Illinois 60625.

SIGNALMEN'S POLITICAL LEAGUE
1972

I support the concept that Signalmen must be active in politics so that candidates favorable to our views may be elected. I realize that dues money may not be used for political purposes; therefore, I back up this support by making a voluntary pledge to the Signalmen's Political League and

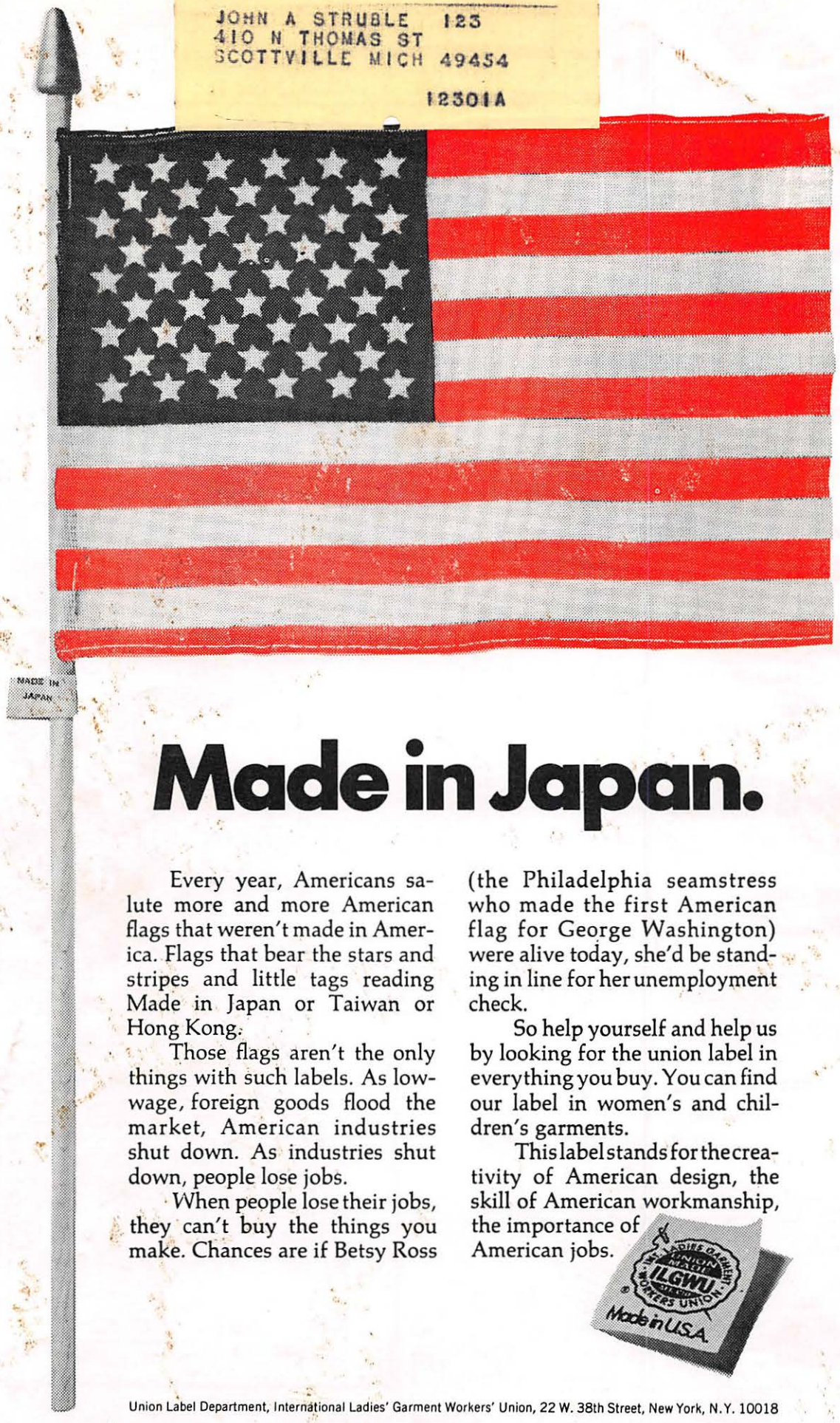
President
Signalmen's Political League

Nº 2501

R. T. Bates
Secretary-Treasurer
Signalmen's Political League

The Signalmen's Political League is an independent political committee created by the Brotherhood of Railroad Signalmen. It has not been authorized by any candidate to act on his behalf, and no candidate is responsible for any activity of the Signalmen's Political League.
"A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, United States Government Printing Office, Washington, D.C. 20402."

JOHN A STRUBLE 123
410 N THOMAS ST
SCOTTVILLE MICH 49454
12301A



Made in Japan.

Every year, Americans salute more and more American flags that weren't made in America. Flags that bear the stars and stripes and little tags reading Made in Japan or Taiwan or Hong Kong.

Those flags aren't the only things with such labels. As low-wage, foreign goods flood the market, American industries shut down. As industries shut down, people lose jobs.

When people lose their jobs, they can't buy the things you make. Chances are if Betsy Ross (the Philadelphia seamstress who made the first American flag for George Washington) were alive today, she'd be standing in line for her unemployment check.

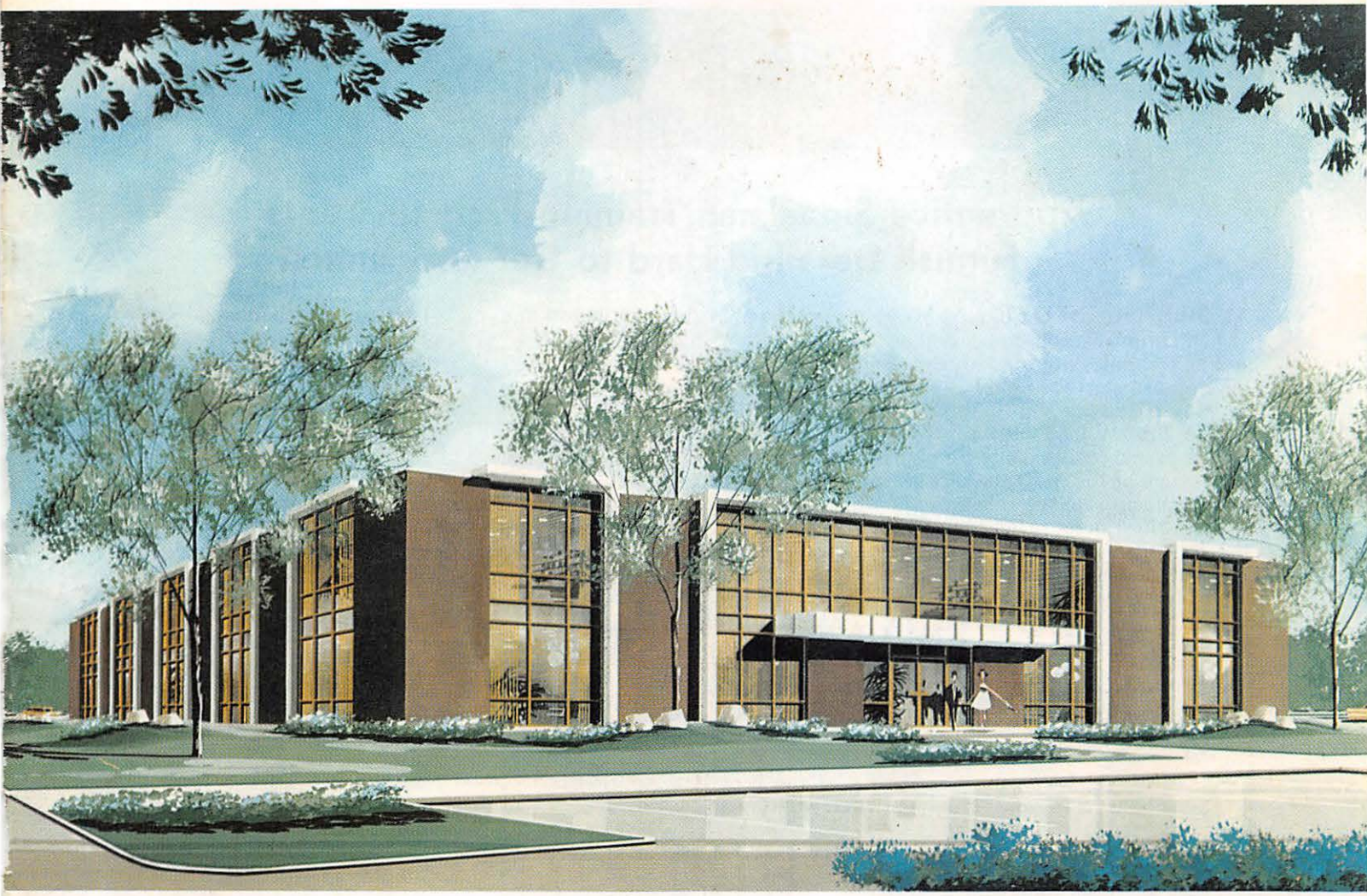
So help yourself and help us by looking for the union label in everything you buy. You can find our label in women's and children's garments.

This label stands for the creativity of American design, the skill of American workmanship, the importance of American jobs.

Union Label Department, International Ladies' Garment Workers' Union, 22 W. 38th Street, New York, N.Y. 10018

The Signalman's JOURNAL

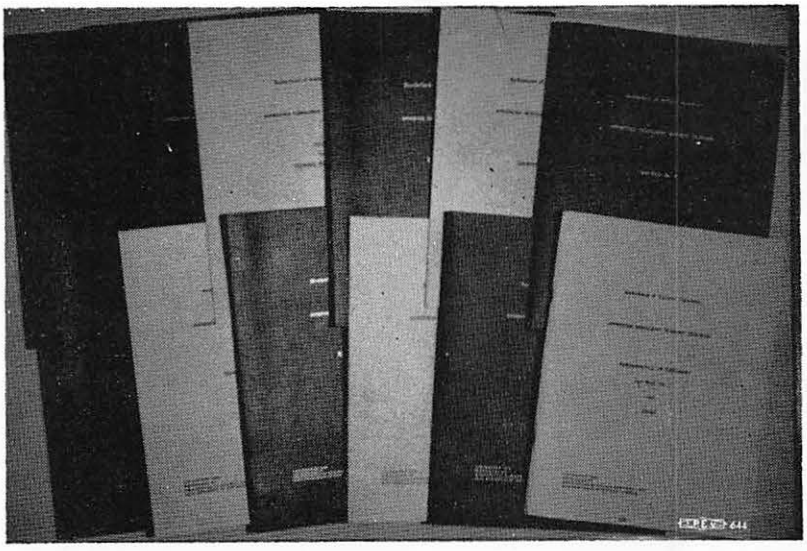
JULY-AUGUST, 1972



President C. J. Chamberlain's Message

Railroad Retirement Commission Reports

Now Available



Apprentice Signalman Training Program Texts Furnish Detailed Hard to Get Information

WELL TRAINED SIGNALMEN are necessary in the installation and maintenance of signal systems on our Nation's railroads.

The technology of modern signaling is advancing at a rapid pace. New developments are being made in this specialized field regularly. Are you keeping pace with the Industry? Where can you look for help?

The Brotherhood of Railroad Signalmen is offering a series of text books, prepared especially for signalmen, at a nominal cost. A thorough knowledge of the contents of these specially prepared texts will make you a valuable asset to the company for which you work.

Text No. 1 deals primarily with carrier rules, motorcar operations, and the fundamentals of electricity as relating to signal devices, circuit symbols and nomenclature.

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Text No. 4 explains in detail the use and function of traffic control systems of signaling, and an elementary study of power switch machines.

Text No. 5 furnishes information regarding crossing protection, steady track battery on coded track circuits, polar stick relays, both front and back contact cut sections, and ICC tests of signal equipment.

Text No. 6 deals exclusively with a simple automatic interlocking and modifications necessary to operate it by remote control.

Text No. 7 is a comprehensive digest of information related to the TCS control machine; the generation and transmission of codes; chain repeat action of coding units; and indication code preference.

Text No. 8 covers electric locked switches; and maintenance procedures for detector devices, coded track circuits, carrier equipmen' and diesel generators

Mr. R. T. Bates, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
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2247 Lawrence Ave., Chicago, Ill. 60625

JULY-AUGUST, 1972

Vol. 53, No. 6

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Journal Cover Photo

This month's cover photo is the artist's rendition of the proposed new Brotherhood of Railroad Signalmen Headquarters Building. The photo is reproduced in color, a first for the Journal.

1

POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579. ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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A Message From President C.J. Chamberlain

ONE EVENING NOT TOO long ago while driving to Chicago after attending a local union meeting, I could not help but notice the beauty of the setting sun and the fields that stretched out on both sides of the road which seemed to be settling down to rest after a long day of satisfying labor. All nature seemed to unite in one magnificent effort to create a quiet, restful landscape.

It was a typical pastoral scene of tranquility and peace, and as I drove along, mile after mile, I became completely enveloped in the relaxing atmosphere around me.

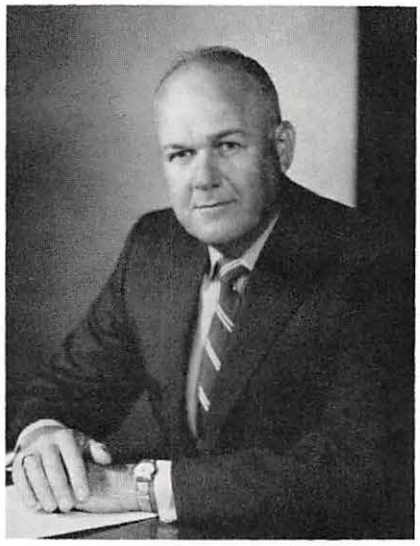
The cares and troubles of the day quickly left my mind and I momentarily forgot the many disturbing events that had taken place during the week that had just ended. I felt like a weight had lifted from my shoulders. It was a wonderful feeling and I couldn't help but think how great it would be if everyone in the world could feel that way every hour of every day.

Suddenly the bubble burst and I was quickly brought back to reality. I had made the mistake of leaving the car radio on and the news reporter began to recite the stories making headlines.

In the far corners of the world death, terror and destruction seemed to be the order of the day as disunited factions engaged in civil wars. All the news seemed to hinge on one thing—a lack of unity and oneness of purpose among the people of the world and their inability to put aside petty, selfish aspirations and desires that benefit only a few and consolidate their efforts to accomplish what would be best for the majority.

I am sure you have all experienced the satisfaction of joining with others in a concerted effort to assist a friend or neighbor, or even a stranger who needed help, and in so doing found that a problem that seemed unsurmountable became dwarfed when it was tackled by a united effort.

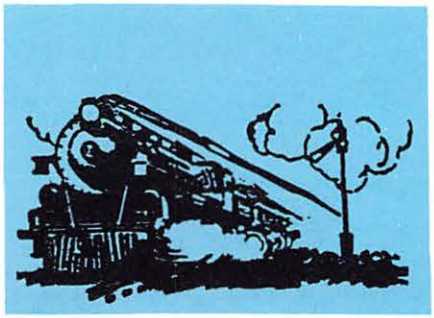
It would appear there is a lot of truth in the old saying, "In unity there is strength." In fact, our very existence today is based on the unity of purpose that inspired our forefathers when they developed our two great countries—the United States and Canada.



There is no doubt the need for unity was responsible for the birth of labor unions as our predecessors struggled together against the forces of oppression and greed. Without their determined efforts to unite behind a common cause, the labor movement would have floundered and died years ago, and you and I and millions of others would not be enjoying the benefits we have today.

In spite of the freedom we enjoy and the benefits that have been achieved for us in the past, the need for unity to maintain and strengthen these accomplishments is greater than ever.

We must unite on a national level, regardless of our political leanings to keep our free, democratic way of life. We must not allow the few, because they are always more vocal and bold in their way of attaining their goals, to dictate to the many who by their very nature are more complacent. We must join together to preserve the standards and morals of our society that have been set up by a free, united people.



We must work together in our schools, churches and local governments to accomplish what is best for all people and not just for the favored few. We must join together as we perform our daily tasks to work *with* one another and *with* our employer not just *for* him.

We must become involved as complacency and apathy contribute nothing and in fact they no doubt have been primary factors for the existence of the current unrest that is far too prevalent today in our respective societies and the entire world.

We recognize that there are always those who will say in defense of their non-participation that neither their voice nor their vote means anything so why bother. We recognize that there are always those who are willing to let somebody else do it, as they are too busy. To those who follow such a philosophy, and to those who think they can isolate themselves from the troubles that in fact do exist today, we say, "Wake up before it is too late."

There is nothing that cannot be accomplished if we have unity in our ranks. Every member of our organization and members of their respective families can be a motivating and effective force in striving for what should be our most important objective in today's troubled world—the desire to get along with one another, respect each other's views, and resolve our differences without permitting hate, jealousy and greed to permeate our hearts and minds.

I am sure all of our members who read this article will vividly recall what can be accomplished by unity of purpose as the incident that occurred on May 17 and 18, 1971, clearly revealed what could be accomplished by a unified group, regardless of size.

Let us all work together and each of us in our own way do our part to help our neighbor, help one another, become involved and dedicate ourselves to maintaining our great, free democratic societies that are still the finest systems in existence today, regardless of their shortcomings.

The fruits of our individual and collective efforts cannot but help to make ours a better world in which to live.

Erie Blames Floods For Bankruptcy Move

THE ERIE LACKAWANNA IS the latest railroad to plead bankruptcy. It filed a petition for reorganization under the Federal Bankruptcy Act and declared that the recent hurricane and floods were the "final straw" that pushed the carrier into financial collapse.

Its main line and other parts of the system were extensively flooded, resulting in "widespread damage and drastic decline in revenue receipts," the carrier said. This, plus other factors, including sharp losses so far this year, and government delays in granting freight rate increases, made the bankruptcy step inevitable, the E-L explained.

Japan-Made American Flags Featured In ILGWU Appeal

USING AMERICAN FLAGS made in Japan and other low wage countries as a "horrible example" of the dangers posed to American jobs by the unfair competition from imports, the ILGWU Union Label Department has issued an appeal that has earned wide-spread comment.

It is seen as ammunition in the AFL-CIO "Buy American-Buy Union" campaign being conducted against a wide variety of imports ranging from steel, automobiles and electronics to apparel and shoes.

Featuring an illustration of Old Glory over a large "Made in Japan" headline, the appeal reads in part:

"Each year, the Americans salute more and more American flags that weren't made in America. Flags that bear the stars and stripes and little tags reading Made in Japan or Taiwan or Hong Kong. . . . As low wage, foreign goods flood the market, American industries shut down. As industries shut down, people lose their jobs. When people lose their jobs they can't buy the things you make. Chances are if Betsy Ross were alive today, she'd be standing in line for her unemployment check."

The appeal also illustrates the ILGWU Union Label with the slogan for the creativity of American design, the skill of American workmanship and the importance of American jobs.

Signalmen's New Headquarters On Journal Cover

On the cover of this month's issue of The Signalman's Journal we have printed the artist's rendition of the proposed new Grand Lodge Headquarters building.

When the plans for construction of the new headquarters building were unveiled to the General Chairmen in May the plans for the exterior of the building were incomplete. Since May the architect has completed the design for the complete building which has the unanimous approval of the Grand Executive Council and the Grand Board of Trustees.

The Grand Executive Council and the Grand Board of Trustees, have for some time, realized the need for larger and more adequate facilities as our Brotherhood has outgrown its present building on Lawrence Avenue in Chicago.

The new Grand Lodge Headquarters building was designed to enhance the two acre site on Golf Road, Mount Prospect, Illinois that the Signalmen purchased in April. The architect's design is of brick and glass. Located close to Chicago's O'Hare Airport, all interstate highways and the northwest main line of the Chicago and North Western Railroad, the building will be a definite asset to our operations.

Mount Prospect is located in the northwest suburban area of Chicago, one of the fastest growing suburban areas in the United States.

The two story building will be a 25,000 square foot structure and will provide 12,500 square feet of office space on the top floor which will be occupied by our Brotherhood. The space on the first floor will be rental space.

The present timetable calls for ground breaking in August and occupancy early in 1973.

The building will be one that every member of our organization can be extremely proud of and Grand Lodge officers are confident that every member, all local lodges, and general committees, will desire to contribute to this worthwhile endeavor which is another milestone in the history of our Brotherhood.

Please send your contribution to:

MR. R. T. BATES, SEC.-TREAS.
BROTHERHOOD OF
RAILROAD SIGNALMEN
2247 LAWRENCE AVENUE
CHICAGO, ILLINOIS 60625

Brother Bates will acknowledge receipt of all contributions.

HEADQUARTERS BUILDING FUND

Members of our Brotherhood, Local Lodges and General Committees are urged to make voluntary contributions toward a new Grand Lodge Headquarters Building to be erected in Mount Prospect, Illinois. All donations will be acknowledged. Please send your contribution to:

Mr. R. T. Bates, Sec.-Treas.
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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Street or Box Number_____

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Railroad Retirement Commission Reports

2-Tier Rail Retirement Plan Urged; Split Over Findings; Labor Asks Roads Bear Cost

ONE OF THE BIG ISSUES facing Congress between now and mid-1973 will be that of revamping the Railroad Retirement system—and how it should be done. That issue has been placed in the forefront by a report and recommendations prepared for the President and Congress by the Commission on Railroad Retirement—and to which the labor member, C. L. Dennis, and one public member, G. E. Leighty, have taken varying exceptions.

Dennis made a preliminary report on these documents in a letter to the chiefs of all unions affiliated with the Congress of Railway Unions and the Railway Labor Executives' Association. Meantime, these documents were being printed into a single final package.

The five-man commission was created under a law passed by Congress in August 1970 as part of a bill approving a 15 percent "temporary" increase in rail retirement benefits. The commission was directed to study the system and recommend changes designed to insure adequate benefits on an actuarially sound basis, including possible restructuring and changes in financing.

FINANCIAL CRISIS CLAIMED

Named to the commission were three public members, plus one representing labor and another management. Dennis, president of the Railway and Airline Clerks, was selected as the labor member, Leighty, past president of the Transportation-Communication Employes, was chosen as one of the public members.

A lengthy report, with recommendations, was drafted by the commission majority, accompanied by qualifying comments from Dennis, a dissent from Leighty and supplementary comments from the carrier member, Louis Menk.

The majority claimed that Rail Retirement faces a "serious" financial crisis, which will grow progressively worse, and that unless tax contributions are sharply increased, the system could "go broke" in about 16 years.

TWO TIERS PROPOSED

Also, the commission majority proposed that the system be restructured into two separate tiers. One would constitute regular Social Security benefits and payroll taxes. Tier two would be the difference between Social Security and Railroad Retirement, and would "float" on top of Social Security. Tier two benefits would be negotiated between the unions and carriers, and then written into legislation. The commission also proposed that the Railroad Retirement Board serve as claims agent for the first tier of benefits.

Dennis and Leighty agreed to the idea of a two tier system, but both asserted that the cost of the second tier of benefits, should be assumed entirely by the carriers, just as are supplemental plans in major private industries.

DENNIS ASKS FULL 20%

While agreeing with "the basic report and recommendations" of the commission, Dennis strongly opposed a majority proposal that rail workers, instead of receiving a 20 percent increase in benefits as voted by Congress under Social Security, shall be paid only the dollar equivalent of the Social Security hike. This would amount to a much smaller raise than a full 20 percent.

Dennis also challenged several other findings in the majority report, such as a claim that Rail Retirement benefits are "greater" than those paid to most workers on Social Security and supplemental pension programs combined. "This is misleading in that it avoids a comparison with comparable, highly unionized industries," he said.

In particular he strongly criticized a claim made by Menk, in his supplementary statement, that railroads lacked "ability to pay" major increases in their contributions to the fund or to bear the full cost of the second tier.

"This lousy newspaper omitted the baseball scores today to make room for some boring world crises!"

URGES REFORM AND IMPROVEMENT

Railroads have traditionally raised that cry in every wage movement, Dennis pointed out, and he declared the commission should not delve into that issue, but leave the matter to collective bargaining.

Further, the BRAC leader declared that the Rail Retirement system must be improved, as it is reformed.

"We must increase benefits," he said. "We must reform present features of the law which discriminate on the basis of sex. We must bring about changes to make our plan comparable to other pension systems by instituting early retirement with full annuities for career service railroad employes. We need a plan which provides for retirement on a full annuity at age 55 after 30 years of service.

"The Congress is aware of this and I believe it is a subject which will have to be acted on as a part and parcel of the entire effort to re-

form the railroad retirement program."

LEIGHTY CITES FLAWS

Leighty dissented from the majority report and cited various flaws in it. He reviewed the history of the Railroad Retirement Act and recalled that the original law, passed in 1934 provided that railroads would be taxed two-thirds of the cost and employes one-third. The additional third assumed by the employers was intended to cover "prior service" credits for private rail pensioners who were blanketed in under the new law.

However, the 1934 act was held unconstitutional by the courts, and later the unions and carriers agreed to 50-50 cost sharing under a new act.

The prior service credit provision, Leighty said, left the system with a $3.4 billion unfunded liability—which as a result of subsequent benefit liberalizations, grew to nearly $10 billion. Leighty asserted that later financial problems of the rail retirement system might have been avoided had the original two-thirds, one-third financing plan been adhered to.

PUNCTURES PROJECTIONS

Leighty also punched holes into projections carried in the majority report, indicating that rail employment might drop to about 300,000 after the year 2,000 and that it might go "broke" by 1987.

Touching then on the recommendation for a two tier system, with the second tier financed by the railroads, Leighty proposed that payroll taxes for rail employes be reduced from the current 9.95 percent to the lower social security level, as suggested also in the commission report.

The commission had proposed that all legally vested rights of rail workers and retirees based on non-rail service covered by Social Security should be guaranteed but that "future accrual of such dual benefits should be stopped." Leighty opposed any halt in such future accrual.

With the commission members differing in this fashion, the next round of the battle will be waged on Capitol Hill. Under the 1970 law, Congress has up to mid-1973 to act on the commission's recommendations.

Labor Submits a Better Plan

Tight Money Killing Job Safety

SAFER WORKING CONDITIONS will not be achieved for 57 million workers unless the federal government increases appropriations for the Occupational Safety & Health Act, (OSHA) the AFL-CIO told Congress in presenting a five-year forecast on the financial needs of administering the law.

The 41 cents per worker that the Labor Department now spends on enforcement won't do it, safety specialist George H. R. Taylor said. And the amount the Nixon Administration has budgeted for fiscal year 1973 will not do it either.

The Administration is asking only $67.5 million for the Occupational Safety & Health Administration. The minimum needed for OSHA to operate effectively during the coming fiscal year is $102.0 million, the AFL-CIO said.

The Administration's overall budget request for job safety and health programs totals $90.5 million. Besides OSHA, that amount would be shared by the National Institute for Occupational Safety & Health and the Occupational Safety & Health Review Commission.

The AFL-CIO urged Congress to appropriate $166.2 million in the coming fiscal year for the three agencies. This is an increase of $57.3 million or 82 percent, over the President's budget.

The federation's fiscal '73 request is a part of a five-year plan on the financial needs of administering the federal job safety law, which currently covers 57 million workers employed in 4.1 million establishments.

Additional increases over the coming years would boost the total appropriation in fiscal '77 to $491.8 million, Taylor noted in presentations to appropriation subcommittees of the Senate and the House.

Jacob Clayman, administrative director of the federation's Industrial Union Dept., stressed the need to increase the number of safety compliance officers and industrial hygienists.

Clayman pointed out that during the last six months of 1971 federal inspectors entered more than 12,000 workplaces and "not surprisingly, they found that about 80 percent were in violation" of the job safety standards.

"Not only is more money necessary," Clayman said, "but the expenditure of each dollar must be specifically directed."

Taylor urged that the $29.9 million the Administration has budgeted for the development of state safety programs be reduced to $10 million.

The Labor Department has been pressing the states to take over many functions of the job safety law through their self-run programs. But organized labor has continued to protest the return of job safety enforcement to the states because of their poor record in the past, which led to the enactment of the federal law.

"I'm sure the accident was faked. She claims as she stepped across the track a spike caught the hem of her dress."

GOOD NEWS

"In the United States last year, 196,459,483 citizens did not commit a criminal offense; 4,896,720 college students did not participate in a riot or student demonstration; and 201,489,710 citizens did not use illegal drugs."

That was one of the items in Bill Bailey's *The Good News Paper,* which he published weekly for more than a year in Fair Oaks, Calif. All in all, reports the *New York Times,* Bailey's paper published 1,600 of Pollyanna-ish news. But, alas, there's bad news today. *The Good News Paper* has gone broke! But Bill Bailey remained true to his principles to the bitter end. He left news of the paper's failure to be trumpeted by other journals. "It would be uncharacteristic," concluded Mr. Bailey, "of *The Good News Paper* to print the story of its own demise."

Space-available Basis

AMTRAK Bill Restores Railroaders' Passes

ACTIVE AND RETIRED railroad employes and their dependents are getting their pass privileges restored.

Thanks to the efforts of many Congressmen and Senators, the new Amtrak money bill just passed by Congress requires that pass policies in effect on each carrier before Amtrak's takeover be restored.

In a number of cases, the bill will mean free passes for many retired railroad employes who have had to pay half-fare to ride Amtrak trains.

Under the bill, Amtrak is required to "furnish free or reduced-rate transportation on a space-available basis to all active or retired rail employes and their dependents who were eligible for such pass privileges prior to the Amtrak takeover on May 1, 1971."

The bill, signed into law by President Nixon, ends a long fight by our organization and all rail unions to restore pass privileges.

Rail employes have been granted pass privileges on a space-available basis since the birth of railroading. Amtrak tried to eliminate all passes, but later modified that to allow half-fares.

Because pass policies varied greatly from carrier to carrier prior to Amtrak's takeover, the new bill provides that Amtrak may now "set up a uniform pass policy based on the arrangement which prevailed on the majority of railroads."

The bill gives Amtrak and the carriers 60 days to work out a uniform pass policy. If it is not done within that period, then the Interstate Commerce Commission will be charged with setting up the pass policy.

For the first time, employes of carriers who now participate in the Amtrak system will be able to use their passes to ride on carriers which do not belong to Amtrak. Three railroads, the Southern, Rock Island and Denver and Rio Grande, still operate their own passenger trains.

Previously, employes of carriers participating in Amtrak could only ride Amtrak-affiliated trains and had to pay half-fare for the privilege. On non-participating lines, they had to pay full fare. Employes of carriers not in the Amtrak system could only ride their own railroad free.

Under the bill, pass policies on Amtrak and independent carriers will be coordinated so employes of all railroads can ride all trains.

How Compulsory Arbitration Works: It Inflames Strikes

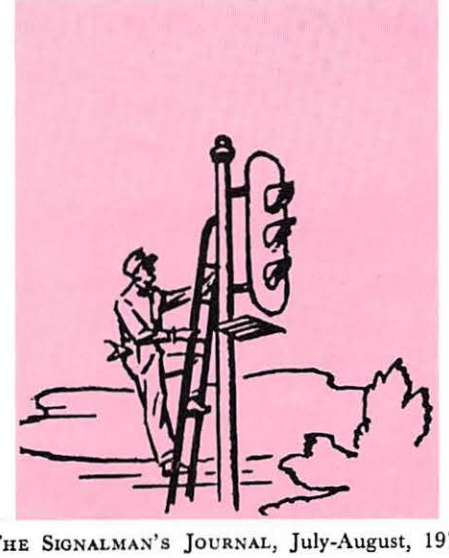
COMPULSORY ARBITRATION provokes as many strikes as it averts. That's the firsthand finding reported by Gordon Cole, editor of The Machinist, following a union exchange trip to Australia where the binding arbitration setup has long prevailed.

Cole wrote a colorful chronicle of his trip for the June issue of The American Federationist, monthly magazine of the AFL-CIO. Graphically, he described what happened on a day in April:

"All over Australia, the trains had stopped running. Engine drivers—as they call themselves—and firemen attended mass meetings in all depots. Coal exports were halted. No sheep went to slaughter. Ship sailings were delayed. Hundreds of thousands of commuters had to find other ways to get to work. Melbourne reported a giant traffic jam.

"Had it happened in the U.S., it undoubtedly would have been called a 'crippling strike' and President Nixon would have seized the opportunity to push Congress for his legislation to setup compulsory arbitration. Yet, in the land down under, compulsory arbitration was one of the reasons for this rail strike."

It was a 24-hour stoppage, designed to dramatize a demand for a wage increase at a time when the cost of living had risen by 8 percent in the past year. And its aim was to prod the agency administering conciliation and arbitration, Cole explained.



Such a nationwide rail strike, he continued, "was cause for wonder in a land where compulsory arbitration has been the law for almost 70 years." The fact is, however, that the law "hasn't prevented strikes."

He cited statistics over the past five years showing that strikes in Australia have almost doubled; the number of workers participating has more than tripled, and the time lost has more than quadrupled.

"In proportion to the size of its non-agricultural civilian work force," Cole added, "Australia with compulsory arbitration had about 14 times more strikes last year with twice the proportion of workers involved than the U.S. did with a system of free collective bargaining."

The only offsetting feature, he said, is that the Australian strikes are shorter than in America, and so the time lost in the strikes is about half the average in the U.S.

Summing up, Cole wrote: "Workers' troubles are the same the whole world over—but compulsory arbitration causes as many strikes as it stops in Australia."

FRA Reports Result Of Investigation Of Penn Central Derailment

The Federal Railroad Administration recently reported the result of a railroad accident investigation conducted by the Office of Safety following the Penn Central derailment at Grand Central Terminal on July 7, 1971.

Because the Office of Safety found the accident was caused by an inadequately secured switch point that apparently did not meet FRA regulations governing interlocking systems The Signalman's Journal requested approval to reproduce the report in our publication.

This report confirms the Brotherhood of Railroad Signalmen's position of many years that inspections and tests required by the RS&I are very important to the safe operation of railroad traffic.

In this case the investigation found a high percentage of the switches at Grand Central Terminal were in a defective or unsatisfactory condition and the cause of the accident was switch No. 315N not meeting FRA regulations governing interlocking systems in that it would lock with a 3/8 inch obstruction placed between the switch point and stock rail. The report also found these switches were not tested once a month nor were the test records maintained, as required by the FRA regulations.

The FRA report is as follows:

The Accident

At 9:30 a.m., July 7, 1971, the first two cars of Penn Central passenger train No. 916 derailed at Grand Central Terminal, New York City, and struck a concrete abutment at the end of a station platform.

Casualties

One passenger was killed and 17 others were injured, as a result of the derailed cars striking the concrete abutment.

Cause

The accident was caused by an inadequately secured switch point, resulting in the flange of a car wheel mounting the head of that rail and the subsequent derailment.

Damages

The first car was damaged moderately. The second car was destroyed throughout a distance of about 30 feet from its front end. The estimated cost of damages to the cars, track structures, and signal equipment was $123,167.

Railroad Operation and Physical Characteristics

The accident occurred within the Tower A interlocking at Grand Central Terminal. This interlocking has several parallel tracks, including adjacent tracks H and I, for routing trains to or from station tracks 11 through 42 via ladder tracks. Near the entrances to station tracks No. 28 and No. 29, ladder tracks W and S extend diagonally southeastward from track H. They cross track I as shown in the following photograph. Each crossing on track I is provided with a double-slip switch for routing trains from track H to track I, or vice-versa. Ladder track S is used for routing trains between track I and station track No. 31, as well as other station tracks. A left-hand turnout connects station track No. 30 to track No. 31, a short distance east of the switch connecting the latter track to ladder track S.

The derailment occurred where ladder track W crosses track I, at a point about 285 feet west of the platform for station track No. 30 and 17 feet 7 inches east of the points for double-slip switch No. 315N.

Double-slip switch No. 315N in foreground. Top and bottom arrows at right point, respectively, to derailment point and right-hand inside switch point installed to replace switch point involved. White arrows at center show path of train to station track No. 30 (black arrow).

Concrete Abutment

A concrete abutment (see following photograph) is at the west end of the platform for station track No. 31. Both derailed cars struck that abutment while the train was entering station track No. 30 via a left-hand turnout from station track No. 31, causing the casualties.

Arrow at left points to station track No. 30. Motorcar is on track No. 31 and next to the concrete abutment struck by the derailed cars. Damaged structure of ladder track S shown at right.

Authorized Speed

The maximum authorized speed for trains at Grand Central Terminal is 10 m.p.h.

Signal

Interlocking signal 340 governs the movement of an eastbound train on track H to track I via ladder track W. The signal displays either a Stop or a Restricting (proceed) aspect. It displays the latter aspect when the route has been established for the aforesaid movement.

Circumstances of Accident

At 9:20 a.m. the day of the accident, the operator of an interlocking machine at Tower A established the route for eastbound passenger train No. 916 to proceed from track H to station track No. 30, via ladder track W, double-slip switch No. 315N, track I, ladder track S, station track No. 31, and the left-hand turnout for track No. 30. Approximately 10 minutes later, No. 916, consisting of 2 diesel-electric units and 8 coaches, passed signal 340, which displayed a Restricting aspect, while moving eastward on track H. The train then entered ladder track W and, immediately afterward, began to move onto track I via double-slip switch No. 315N. At that time, it was proceeding under power at a speed of approximately 10 m.p.h., according to the engineer.

As the train moved onto track I, the front truck of the second car derailed to the south (right) at double-slip switch No. 315N, causing the rear truck of the first car to derail southward also. The train continued eastward on track I with the engineer unaware of the derailment and diverged southward onto ladder track S. Soon afterward, it diverged eastward (left) onto station track No. 31 and began to enter station track No. 30 via the left-hand turnout.

As the first and second cars moved from track I to ladder track S, their derailed trucks struck diagonally-positioned rails at the double-slip switch connecting those tracks. This caused the derailed ends of the cars to move farther to the south and scrape along the side of a concrete abutment located near the switch. A few seconds later, upon reaching the switch of station track No. 31, wheels of the derailed trucks struck and displaced the east rail of ladder track S; proceeded along the south side of the structure of station track No. 31, and continued on that path as the locomotive and front of the first car entered station track No. 30 via the left-hand turnout. Thus, the train was entering station track No. 30 at that time with the rear and front ends of the first and second cars, respectively, extended diagonally across station track No. 31 to the south side of that track. This caused the rear right side of the first car to glance off the concrete abutment at the west end of the platform for station track No. 31, and the right front end of the second car to strike the west end of the abutment with considerable force.

The impact caused an emergency brake application, which promptly stopped the train with the front portion of the second car jammed against the concrete abutment. All the casualties were to passengers seated in the second car. (See following photographs for damages to the derailed cars.)

Front of second car.

Rear of first car.

The engineer and all the other crew members but one were unaware of the derailment before the train brakes applied in emergency. An assistant conductor was in the first car when it became derailed. He stated that he was knocked down by the derailment and was unable to reach an emergency brake valve before the two derailed cars collided with the concrete abutment adjacent to station track No. 31.

Post-Accident Examinations and Tests

Train Equipment

Examination of this equipment revealed nothing which could have contributed to the derailment, except possibly a worn condition of the front wheel on the south side of the leading truck of the second car. The flange of that wheel was found worn to a thickness of less than one inch, but not to the condemning limit of 15/16 inch specified in the AAR's Wheel and Axle Manual.

Double-Slip Switch No. 315N

The right-hand inside switch point (16 feet 6 inches long) had been installed, second-hand, in July 1969, and had last been inspected by a carrier track supervisor on July 1, 1971, apparently without any exception having been taken. Examination revealed a 1/8 inch opening between the tip of that switch point and the right-hand inside stock rail. About 4 1/2 inches of the switch-point tip was found newly chipped off to a maximum depth of 5/8 inch. The gage side of the head of the right-hand inside stock rail was found to be somewhat flange worn at the location of the chipped switch point. In that area, the switch plates and rail braces for the stock rail were loose because of worn spiking. Marks indicated this permitted the switch plates, rail braces and stock rail to move laterally 1/4 inch.

Tests with a locomotive revealed that the tip of the right-hand inside switch point moved vertically 1/4 inch upward and above the head of the adjoining stock rail, when the heel of the switch point was under load.

Tests with a 3/8 inch obstruction between the right-hand inside switch point and stock rail also revealed the switch would lock when so obstructed. This indicates that at the time of the derailment the switch may not have conformed with an FRA regulation which requires an interlocking switch to "be maintained so that it cannot be locked if the switch point is prevented by an obstruction from closing to within three-eighths inch."

Marks of Derailment

A wheel mark, apparently caused by the flange of the front wheel on the south side of the leading truck of the second car, appeared on top the right-hand inside switch point a few inches beyond the chipped off tip. This mark continued along the top of the switch point for about six feet, then along the top of the right-hand inside stock rail and the adjoining knuckle rail for a distance of 11 feet 6 inches, after which the wheel dropped southward off the knuckle rail, causing the other wheels of the same truck and all wheels of the truck at the rear of the first car to derail southward also.

Other Interlocking Switches

There are 356 interlocking switches at Grand Central Terminal, none of which is provided with a point detector controller. After the derailment, all the aforesaid switches were examined and tested by representatives of the Penn Central, New York State Department of Transportation, and Federal Railroad Administration. The examinations and tests revealed that a high percentage of the switches were in defective or unsatisfactory condition to some degree or another.

Examination of records disclosed that the carrier had not been testing the interlocking switches, including double-slip switch No. 315N, at least once a month and

that it had not been maintaining test records, as required by FRA regulations governing interlocking systems.

Findings

1. The right-hand inside switch point and stock rail of double-slip switch No. 315N were in defective condition, due to lack of adequate maintenance. The switch apparently did not meet FRA regulations governing interlocking systems in that it would lock with a ⅜ inch obstruction placed between the aforesaid switch point and stock rail.

2. When the route was lined for the train to move from track H to track I, switch No. 315N locked, resulting in signal 340 displaying a Restricting (proceed) aspect for the train. At that time there was apparently an opening of approximately ⅛ inch between the right-hand inside switch point and stock rail.

3. The train was apparently being operated in accordance with applicable rules of the carrier when its first two cars derailed at switch No. 315N.

4. At some point in time, the tip of the right-hand inside switch point of switch No. 315N was chipped off, due to rising excessively when the heel of the switch point was under load and to being battered by a wheel. The tip may have been chipped off by the front wheel on the south side of the leading truck of the second car of No. 916 while the heel of the switch point was occupied by the rear truck of the first car.

5. Due to the defective conditions of switch No. 315N and possibly also the thinness of the flange for the front wheel on the south side of the leading truck of the second car, this wheel flange struck the tip of the right-hand inside switch point, chipping off a portion of the tip, or struck the chipped off portion of the tip (if previously chipped off), causing the wheel flange to climb to the top of the switch point and the subsequent derailment.

6. Switch No. 315N as well as numerous other interlocking switches at Grand Central Terminal were not maintained in accordance with applicable FRA rules governing interlocking systems, nor were they tested once a month and test records maintained, as required by FRA regulations. After the accident, the carrier promptly instituted a program to rehabilitate those switches, and make tests and keep records, as required.

Strikers eligible for food stamps, Congress rejects anti-labor ban

LABOR HAS WON ANOTHER victory in Congress over an attempt to deny food stamps to needy families if any member of the household happens to be involved in a strike.

The triumph came when the House, by a 199-180 vote, rejected the proposal to ban strikers' families from eligibility for the assistance as an amendment to the Department of Agriculture's appropriations bill. Last year Congress beat down a similar attempt.

The move to discriminate against strikers was led, as it has been previously, by Rep. Robert H. Michel of Illinois. He tried earlier to get the Appropriations Committee to adopt his amendment.

Michel, aided by Reps. John B. Anderson and Philip Crane, two other Illinois Republicans, and some Southern Democrats, argued that food stamps to strikers prolong strikes and represent an "unfair" use of taxpayers' money. They cited a recent study on the matter. "What the proponents of the amendment did not bring out, however," an AFL-CIO spokesman pointed out, "was that this so-called objective study was financed by three industry foundations and 13 company managements."

Opposition to the amendment was led by Reps. Leonor Sullivan of Missouri, and Thomas S. Foley of Washington, who also have led the opposition to discriminate against strikers in past years. This time they were joined by a number of other members of the House, including Speaker Carl Albert of Oklahoma.

Mrs. Sullivan, Foley and Speaker Albert all emphasized that the move to take stamps from strikers' families was "class" legislation. As Mrs. Sullivan put it, "The issue here is whether we place in an appropriations bill a provision which changes the eligibility standards for one class of individuals only—those on strike."

Foley chided Anderson for expressing "respect" for workers when he would force their families to go hungry, by depriving them of food stamps that are not even denied to families of criminals.

One strong argument against the amendment was delivered by Rep. Bella Abzug of New York, who answered the claim that food stamps are intervention on the union's side in a bargaining impasse by pointing out that the amendment would intervene for employers, helping them to "starve out strikers and their families."

"I see they want to plug some more tax loopholes — I'd like to put in a plug for some more, too!"

— PROBLEMS —

"Before I met you, I had a bright future, but all I have now is a horrible past and a miserable present."

"The only thing a sweater can do for you, Sweetie, is make you itch."

"It's a nice day, Dear. Don't ruin it by preparing a sack lunch. I'll buy something at work."

"I'm boss in this house and no woman is going to tell me what to do!"

"I know I promised to love you until the end of time, Dear, but don't you think that's a bit time consuming?"

"Every little thing counts, Sam. Use your head."

The Law Requires

Railroads Must Have Safe And Healthful Workplaces

IN THE YEAR 1970 CONgress passed two Federal laws that should affect every railroad employe in the United States. The laws are the Occupational Safety and Health Act (OSHA), that was printed in the July-August 1971 issue of our Signalman's Journal, and the Railroad Safety Act of 1970.

OSHA gives the Secretary of Labor broad powers to correct any unsafe or unhealthy work conditions on railroads as well as other industry. The Railroad Safety Act gives similar powers to the Secretary of Transportation.

The officers of our organization took the position both laws applied to the railroad industry and covered railroad employes. The carriers took the position that OSHA did not apply to the railroad industry.

The Railroad Safety Act is very general in its coverage giving the Secretary of Transportation the power to "prescribe, as necessary, appropriate rules, regulations, orders, and standards for all areas of railroad safety***." The FRA interpreted the part of the law that reads "standards for all areas" to include occupational health.

The Federal Railroad Administration, DOT, the Occupational Safety and Health Administration, DOL, recently reached an agreement covering the procedures for handling employe complaints of unsafe and/or unhealthy, working conditions in the railroad industry.

It was reported the FRA is now drafting standards and guidelines to cover the railroad industry, including signal department employes. The rules should be ready within three months and must be printed in the Federal Register before they become standards and can be put into effect.

The memorandum of understanding reached by the FRA and OSHA contains the following procedures to expedite the handling of railroad employes' complaints.

The memorandum stipulates:

—If a complaint is filed with OSHA about unsafe or unhealthy workplace conditions in the railroad industry, the Associate Solicitor of Labor for OSHA will promptly contact the Office of the Chief Counsel, FRA.

—Within 5 working days the FRA Chief Counsel and the OSHA Solicitor will determine jointly which of the two agencies has the authority to remedy the particular complained of hazardous conditions. The agency with such authority will conduct the inspection and take appropriate enforcement action.

—If a complaint includes a variety of working conditions which would involve both agencies, the two agencies will investigate.

—In cases of alleged imminent danger or emergency situations, the agencies on a top priority basis, will determine responsibility.

—After inspection, if any further questions of jurisdiction arise, they will be settled in Washington. In case of disagreement at the staff or operational level, the matter will be referred to the Assistant Secretary of Labor for Occupational Safety and Health and the Administrator of the Federal Railroad Administration.

A formal interdepartmental agreement will be reached in the near future to supersede the interim accord.

Announcement of the signing of an interim memorandum of understanding between the two agencies was made by George C. Guenther, Assistant Secretary of Labor, who heads OSHA; Benjamin O. Davis, Jr., DOT Assistant Secretary for Safety and Consumer Affairs; and Henri F. Rush, Jr., Deputy Administrator of the FRA.

Any member of the Brotherhood of Railroad Signalmen who has an unsafe or unhealthy work condition to report should contact Director of Research W. D. Best, at Grand Lodge Headquarters, giving full details. He in turn will contact the proper government agency on the required form.

Wage Chiseling

WHILE THE NIXON ADMINistration pleads for "voluntary compliance" with the federal wage and hour law, chiseling employers will shortchange America's lowest-paid workers some $300 million in wages this year, AFL-CIO Economist Rudolph Oswald declared.

Stressing that only a tiny fraction of the unlawful underpayments will ever be recovered, Oswald called for stiff enforcement of the 34-year-old law, vigorous prosecution of violators and penalties that do more than just order employers "to pay the amount they should have paid in the first place."

He said that although wage and hour violations have occurred under "National Administrations of both parties," the current Administration "has de-emphasized completely the enforcement of the Fair Labor Standards Act."

Questioned by reporters on the network radio interview, Labor News Conference, Oswald said about 1.5 million workers would suffer illegal wage underpayments this year, many of them members of minorities or handicapped by language barriers that make it hard for them to be "familiar with the laws and requirements of this country."

He added that with high unemployment and the tight job market, many workers who know they're being underpaid won't complain to the government because "they are fearful that their employer will fire them," even though the law protects them against such reprisals.

Oswald refuted the contention that a large part of the problem is part-time workers and teenagers entering the labor force for the first time. "Most of the violations," he declared, "involve underpayments to adult workers . . . often heads of families."

Retirement Board Chairman Honored

ABOUT 500 PEOPLE TURNED out for the testimonial dinner at the Pick-Congress Hotel in Chicago on June 29 to honor Railroad Retirement Board Chairman Howard W. Habermeyer on his retirement.

Toastmaster was Neil P. Speirs, past president of the Switchmen and the present labor member of the Retirement Board.

Key speakers paying tribute to Habermeyer included C. J. Chamberlain, president of the Signalmen and chairman of the Railway Labor Executives' Association; Louis W. Menk, chief executive officer, Burlington Northern, and a member of the Railroad Retirement Commission; Stephen Ailes, president of the Association of American Railroads; Wythe Quarles, carrier member of the Board; and A. E. Lyon, retired labor member of the Railroad Retirement Board and president emeritus of the Brotherhood of Railroad Signalmen.

In his remarks, President Chamberlain said he could not think of a more appropriate time or place to extend the sincere appreciation of all railroad labor unions and their members to Chairman Habermeyer, Labor Member Speirs, Carrier Member Quarles, and all of the Board's other officers and employes for the most efficient manner in which the railroad retirement system is being administered.

Chamberlain commented on the outstanding job done by Chairman Habermeyer. Labor wanted to thank him publicly for his service and devotion to the railroad retirement system, the finest retirement system in the country.

Railroad labor is extremely proud of its independent system and would do everything in their power to see that it is maintained in the future.

"We are all aware that we must make changes to improve the system," Chamberlain said, "and it is railroad labor's intention to collectively do exactly that."

He indicated labor's objective could be attained as long as there is unity and said he was very much encouraged that the present leaders of railroad labor are thinking along the same lines.

Habermeyer, in his role as chairman of the Board, had seen many changes since 1956 and has had to make many decisions. When arriving at a decision, it was based on a knowledge of the facts, consideration of equity and fairness, and a personal conviction that it was the right thing to do. "One cannot justly quarrel with that type of man," Chamberlain said.

Mr. Habermeyer's retirement ended a long and exceptional career with the Board. First appointed chairman in 1956 by President Eisenhower, he later was reappointed by President Eisenhower and then by Presidents Kennedy and Johnson.

His service, however, with the Board began as a messenger at age 22 in 1936. Many promotions followed and after service in the Army during World War II he subsequently became director of the Board's Bureau of Wage and Service Records. From this post he was appointed chairman.

The year before his appointment in 1956, Mr. Habermeyer had been named by the U.S. Junior Chamber of Commerce as one of the ten outstanding young men in Federal Government.

The son of a railroader, Howard also worked for the Burlington Railroad, before employment with the Retirement Board.

A native of Aurora, Illinois, where he still resides, Mr. Habermeyer and his wife, Lorraine, have two sons, Lt. Comdr. Howard W., Jr., and Lt. Kent Leigh, both Naval officers.

Old Rail Shop To Be Museum

A LANDMARK IN THE South which was once the workplace of thousands of railroad shopmen—the old Central of Georgia Railroad Shops—will be restored and preserved as a railroad museum.

Their acquisition and conversion by the Savannah-Chatham County, Ga., Historic Site and Monument Commission was assured when it received a federal grant of $100,000, on a matching basis, from the Historic Preservation Program of the Department of Housing and Urban Development.

The shops, a group of five buildings, were built in 1850-55 in ornate Victorian style, with ornamented brick walls and roofs of iron. At the time, they were considered "the most complete and elegant" railroad shops in the United States.

Many union representatives were among the large turnout at a testimonial dinner in Chicago to honor Howard W. Habermeyer, chairman of the Railroad Retirement Board for the past 16 years, on the occasion of his retirement. Shown behind Habermeyer and his wife are, left to right, standing: C. J. Chamberlain, president of the Signalmen and chairman of the Railway Labor Executives' Association; B. L. Sorah, secretary-treasurer, Maintenance of Way Employes; James E. Yost, president, Railway Employes' Department; and W. Fredenberger, president, Firemen and Oilers. Seated at left is A. E. Lyon, retired labor member of the Retirement Board and president emeritus of the Signalmen.

The truth about so-called "strike benefits"

For far too long it has been the practice of critics of rail labor—as well as others who rely for their information on the remarks of such critics—to employ the term "strike benefits" when referring to unemployment insurance payments to railroad workers engaged in a legal strike.

The most common criticism is that the law compels the railroads to underwrite those workers who have deliberately left their jobs by using their economic strength, and thus it is made to appear that the railroads are, in effect, paying their employes to carry on a strike against their employers.

The fact that this is not true does not deter the foes of labor from continuing to spread such false and misleading information. Too many people believe it, and nobody takes the time and the trouble to find out exactly what the facts are.

In an effort to straighten out the thinking of the members of the Senate Labor Committee—whose reactions to such untrue reports could have an adverse effect upon railroad workers—the Railway Labor Executives' Association has seen to it that every member of the Committee received a letter setting forth the facts in the matter. Each member of the Committee was personally handed a copy of the letter. Each member of that Committee now knows—or has been given the opportunity to know—the truth about so-called "strike benefits."

The Brotherhood of Railroad Signalmen thinks the information should be given a wider distribution. Accordingly, the letter is being reproduced in this issue of The Signalman's Journal for the benefit of all who care to know the truth about so-called "strike benefits."

RLEA Letter Explains "Strike Benefits" To Members Of Senate Labor Committee

June 1, 1972

Dear Senator:

The careless use of the misleading term "strike benefits"—when referring to unemployment insurance payments to railroad workers who are unemployed because of being on wholly legal and justified strikes—should be discontinued. The use of this unfortunate phrase has sometimes misled outsiders—such as some members of Congress—into the erroneous belief that the Railroad Retirement Board has been directed by law to subsidize strikes.

These payments are unemployment benefits, whether they are paid to those who have been laid off for any cause, who have quit with good cause, who have been suspended or fired, who are unable to work because of illness or injury, or who are not working because of lockouts or of legal and authorized strikes.

The Railroad Unemployment Insurance Act justifiably provides for severely limited and temporary payments—as a wholly proper railway operating expense—to qualified, regular workers whose wage income has stopped. These payments are made to all qualified workers who become unemployed for any reason with certain specified and carefully selected exceptions or disqualifications; they must not have failed to seek nor refused to accept other suitable employment in lieu of their regular jobs; they must not have resigned from their railroad jobs without good cause; they must not be engaging in an illegal or "wildcat" strike.

The Railroad Unemployment Insurance system was enacted into law in 1938 and took effect in 1939. The basic provisions of coverage and of eligibility and disqualifications for unemployment payments have remained substantially unchanged over that 34 year period (except for the addition of payments to those unemployed because of illness or injury), although the Congress has frequently reviewed and revised the system. The railway companies have often requested the Congress to change the system by restricting the amount and duration of the payments to the unemployed by increasing the eligibility standards so as to diminish the number of workers qualified to receive any payments and by imposing additional barriers or prohibitions of payments to certain categories of the unemployed. In the main, these railway company proposals have been rejected by the Congress. A few of them, of an insubstantial nature, were clearly justified by changed conditions and they were agreed to by railway labor and by the Congress. These changes did not alter the basic framework of the system as it was established in 1938.

It is of interest to note here that the original act provided that no payments should be made to a worker who was unemployed because of having been justifiably discharged. It soon was recognized, however, that this was not a desirable or workable provision and the railways joined the unions in asking the Congress to delete it. Neither side wanted the Railroad Retirement Board (which administers the unemployment insurance system) to impose its judgment in discipline disputes—as to whether a man had been guilty or not guilty of an offense meriting his dismissal—and they preferred continuance of the established methods for handling such cases, many of them controversial with perhaps eventual disposition by decision of the National Railroad Adjustment Board—a tribunal created by another federal law. For nearly all of the period of existence of the Unemployment Insurance system, therefore, unemployment payments have been paid to an employe who is discharged unless it is clear

that he has been definitely and finally separated. Congress was petitioned to include a drastic change in this provision in the 1959 amendments by an individual who represented the railways for a very temporary and limited time, but his proposals were emphatically rejected.

The railway companies from time to time have expressed their dissatisfaction with the omission from the unemployment insurance act of a provision prohibiting the payment of unemployment benefits to workers who are on a legal and-authorized strike or who fail to cross the picket lines of other striking workers. The Congress, however, in its wisdom and for good reasons, has not seen fit to write such a prohibition into the law. These very good reasons exist in 1972 as they did in 1938 and during the intervening years. Some of these reasons may be summarized as follows:

Railroad workers and their unions are covered by a special labor relations law—the Railway Labor Act, enacted in 1926 and extensively amended in 1934—which establishes methods and machinery for the settlement or adjudication of railway labor disputes. The scope of this restrictive federal law, with its enforced procedures and long delays, is co-extensive with the scope of the Railroad Unemployment Insurance Act and of the Railroad Retirement Act. The Railway Labor Act was intended—and to a very large extent has succeeded—preventing railway industry strikes. It establishes two special governmental boards: the National Mediation Board which deals with major disputes having to do with the making or revision of collective bargaining agreements on wages and working conditions, and the National Railroad Adjustment Board, which adjudicates the many disputes over the interpretations and application of existing agreements. Both kinds of disputes cause strikes in other industries.

The law rigidly restricts the rights of railroad workers to strike. Should they attempt to by-pass the detailed procedures specified in the law or to speed up the slow-moving and long delayed actions of these Boards, the courts move into the picture at the demand of the railways and strikes are enjoined. The workers in no other industry in this country are so regulated or restricted.

It is not uncommon for a major railway labor dispute to be pending for a year or two—with justice denied to the workers—while it goes through the various procedural steps required by the law. Those very few disputes which have reached the point of a strike have invariably been subjected to such exceedingly long delays as to have reached absurdity. And during these long delays and regardless of outrageous provocations the workers have been prohibited from their natural rights to withhold their services in order to bring about a settlement.

It was in consideration of these facts that the Congress, when it enacted a system of unemployment benefits for railroad workers in 1938, and when it later revised that system several times, declined to say that those relatively few workers who are compelled to go on strike should be deprived of such payments.

The amounts paid out in unemployment benefits to railroad workers on strike—strikes that are legalized and an expected part of the labor relations machinery of the Railway Labor Act to be used as a final and last resort—are relatively insignificant as compared to the amounts paid out to workers who are unemployed for other reasons. Better management and sensible regularization and stabilization of the railroad work force—replacing the wasteful and traditional practice of seasonable peaks and valleys—would save vastly larger sums.

During the year 1938 the House and Senate Committees reported the bill favorably and confirmed that no unemployment benefits would be paid.

"***if the unemployment is due to a stoppage of work because of a strike in the establishment, premises, or enterprise in which the employe was last employed, if such strike was commenced in violation of the Railway Labor Act or in violation of the established rules and practices of his labor organization, unless the employe is not participating in or financing the strike and does not belong to a class of workers any of whom are participating in or financing or directly interested in the dispute.***"

The Board has, of course, denied unemployment benefits in cases where the strike was commenced in violation of the provisions of the Railway Labor Act or the established rules and practices of the employes' labor organizations.

This limited strike disqualification appears to be a congressional inducement to railroad employes to secure their compliance with the provisions of the Railway Labor Act before they strike. This Act directs employes to go through a time-consuming procedure, involving not only collective bargaining but also one or more possible lengthy delays in mediation, arbitration, and proceedings before a Presidential Emergency Board, before they may legally strike. The Supreme Court of the United States said the following of the procedures of the Railway Labor Act:

> "A final and crucial aspect of the Act was the power given to the parties and to representatives of the public to make the exhaustion of the Act's remedies an almost interminable process*** 'the procedures of the Act are purposely long and drawn out, based on the hope that reason and practical considerations will provide in time an agreement that resolves the dispute.' "

When the United States Court of Appeals for the District of Columbia had occasion to pass on this limited strike disqualification, Judge Warren Burger (now Chief Justice of the United States Supreme Court) reviewed the legislative history described above and stated:

> "Thus, Congress deemed continuous, uninterrupted operation of railroads so vital to the public interest that it offered to railroad workers this special dispensation conditioned upon their compliance with procedural safeguards plainly designed to defer strikes to the last possible moment."

Sincerely yours,

/s/ J. Taylor Soop
Executive Secretary

Signalmen Fight Packwood Scheme

THE SIGNALMEN JOINED representatives of other rail labor organizations in an effort to alert and persuade the members of the Senate to vote against compulsory arbitration legislation.

Chairman C. J. Chamberlain and Executive Secretary J. Taylor Soop of the RLEA received notice that Senator Robert Packwood (R., Ore.) intended to by-pass normal committee channels for handling such legislation and offer his bill as a rider to some other legislation that was on the Senate calendar. Two bills most prominently mentioned were the minimum wage bill and one dealing with the Office of Economic Opportunity, which administers the anti-poverty program.

Vice Presidents W. W. Altus, J. T. Bass and C. S. Chandler joined nearly 100 representatives of other railway labor organizations who covered Capitol Hill letting the Senators know the feelings and opposition of our members to such legislation.

Packwood's bill, backed by the Administration, would not only bar national strikes on the railroads, but also selective, limited strikes of the kind sanctioned by the U.S. Supreme Court. Moreover, the bill (S-3232) would weaken the Railway Labor Act in other ways; undermine the unemployment insurance system, cripple the present system of handling of employe grievances, and harm rail workers in other ways.

Taylor Soop of the RLEA presided at a meeting held to alert the union representatives on procedures to be followed in contacting the Senators. AFL-CIO Legislative Director Andrew J. Biemiller graphically described the legislative situation in the Senate which would make it possible for Packwood to attempt his scheme.

Biemiller stressed the importance of persuading Senators to vote against the Packwood amendment in whatever form it came up and in whatever way Packwood tries to slip it through. "We must defeat the Packwood bill," Biemiller said. "There is no way that railroad workers can live with such a repressive measure."

President Chamberlain warned all members of our organization to contact the Senators from their states while the Senators are at home during the summer. He also stressed the need to write to our Senators urging them to oppose legislation that would harm railroad employes.

This legislation is very harmful to every member of our organization and should be fought from every level. While Vice Presidents Altus, Bass and Chandler were successful in assisting to stop Senator Packwood from tacking his bill on as an amendment to the minimum wage bill, surely other attempts will be made.

Signalmen are urged to take action now.

A LOT OF THINGS BUG A LOT OF WORKING PEOPLE TODAY

WE'VE HEARD ABOUT BLACK RAGE—CHICano rage—student rage—female rage. Let's hear it now for working class rage.

Working people feel cheated by the system these days, and if the presidential warmup does nothing else, it may focus attention on the short-changing millions upon millions of working people get on their jobs, in their schools, at the doctor's office, in their supermarkets, at the store, and when they go to have their car fixed.

Affluent society? Don't you believe it. Most workers are having tough times—and there are 82 million of us in the labor force with 20 million in manufacturing, 6 million nondurables (food, textile, paper printing), 4.5 million in transportation, 15 million in wholesale and retail trades, 11.5 million in services, and the rest in government and other occupations.

Take-home buying power for working people has not changed more than an eyelash during the last 10 years. Inflation has eaten up the money gains, and the wage freeze has clamped the lid on most gains sought to provide real gain in purchasing power.

Recently a group of business executives interviewed by the Washington Post told how workers are living in the lap of luxury—two cars in the garage, campers, boats, fishing gear, the works.

"But without exception," said the Post reporters, "the only workers we found able to afford the boat, the camper, the country place or whatever else had a wife who worked full-time, and often he himself took on another job. They are not living the soft life."

Yet the myth is perpetuated that workers are greedy, overpaid, dumb, slobs, and bigots. Working people come in all sizes and all kinds, and many resent the stereotype.

The simplest index we know is the distribution of wealth in the U.S. It shows that the top fifth of the population takes 41 percent of the wealth, while the bottom fifth has only 5.6 percent. The distribution of wealth in this nation has not changed more than a flicker from 1947 through to 1969.

A new study by the Joint Economic Committee on "The American Distribution of Income" shows that working wives are an important factor in keeping many family heads above water. The only thing that saves many U.S. families from real financial distress is the fact that two members of the family earn money, even though wives generally make less than their husbands.

So it is lack of money, rising prices, unpleasant jobs (dirty, boring or both), high taxes that don't buy anything except a big military budget, and the contempt of the opinion makers who write off the working class as a lot of Archie Bunkers—this is what bugs a lot of working people these days.

S. P. Winner Of Harriman Safety Awards

THE NATION'S RAILROADS established all-time employe safety records in two categories in 1971 and, according to the National Transportation Safety Board, were the only transport mode to show a decline in accident fatalities last year.

Announcement of the new records was made by Stephen Ailes, president of the Association of American Railroads, at the annual E. H. Harriman Memorial Safety Awards luncheon held in Washington, D.C.

Mr. Ailes had high praise not only for the award winners, but the entire railroad industry for its outstanding safety effort, which reduced the casualty rate per million man hours to a record low of 11.5 for the year and fatalities among employes on duty to the lowest figure ever at 118.

"The outstanding safety record of 1971 was a continuation of a trend that, since 1968, has seen year-by-year improvements in virtually all categories by which we measure safety performance," Mr. Ailes said.

"This is a tribute to all who are involved in railroad safety work and reflects the success of the various programs which have been undertaken by our industry and by the individual railroads."

He made special note of the fact that the improving trend is continuing this year, according to first quarter statistics recently released by the Federal Railroad Administration, but added: "As long as there is a single death or injury there is always room for improvement."

Federal Railroad Administrator John Ingram, who presented the Harriman Awards to representatives of the winning railroads, assured the industry that "safety first" is the prime concern of the Department of Transportation.

"Of necessity, these awards are made to individual railroads," Mr. Ingram said. "But the organization is only as safety-conscious as the men and women who operate it. It is these dedicated railroaders throughout the country who make safety records and win awards.

"There are no winners or losers of safety awards. The effort alone to safeguard lives through better management practices is a reward in itself."

Gold, silver and bronze medals were presented by Mr. Ingram to 12 railroads for outstanding employe safety records in their respective categories. Four certificates of commendation for the greatest employe safety improvement in 1971 over 1970 also were presented.

Gold medal winner among the largest railroads—those reporting 20 million or more man-hours—was the Southern Pacific Lines. Other gold medals were won by the St. Louis Southwestern, among Class I railroads reporting 5 to 20 million man-hours; the Florida East Coast, less than 5 million man-hours, and the Kentucky and Indiana Terminal Railroad for Class I switching and terminal companies.

Silver medals, for second place in their respective divisions, went to the Southern Railway System, the Denver and Rio Grande Western, the Lake Superior and Ishpeming and the Union Railroad in Pennsylvania.

Bronze medal winners were the Penn Central, the Elgin, Joliet and Eastern, the Bangor and Aroostook and the Indiana Harbor Belt.

Certificates for improvement were won by the Chicago, Rock Island and Pacific, the Western Pacific, Florida East Coast and the Lakefront Dock and Terminal Company.

The Harriman awards were originated in 1913 by Mrs. E. H. Harriman in honor of her husband, a pioneer in the railroad field. They have been carried on by their two sons, W. Averell Harriman, former Governor of New York, and E. Roland Harriman, chairman of the American National Red Cross.

The E. H. Harriman Memorial Awards for outstanding employe safety records in the railroad industry for 1971 were presented recently at the annual awards luncheon in Washington, D.C. Southern Pacific, including Northwest Pacific, was the gold medal winner among the nation's largest railroads. SP's R. D. Spence, left, vice president-operations, accepted the award from Federal Railroad Administrator John W. Ingram. "Superintending" the ceremonies was Patty Duncan.

Office of the

SECRETARY-TREASURER

Disability Annuities Under The RRA

THE RAILROAD RETIREment Act provides annuities for employes before they reach normal retirement age if they become permanently disabled either for all employment or for their regular railroad jobs. Such annuities are not reduced for early retirement. The questions most frequently asked about these annuities, and the answers to them are given below.

I understand that there are two different types of railroad retirement disability annuities. What are they?

The first is an annuity which is based on *disability for all employment* (total disability) and payable at any age under 65 to employes with at least 10 years of service. The second is an annuity based on *disability for the employe's regular occupation* (occupational disability) and is payable at any age before 65 to employes with at least 20 years of service, and to those aged 60 to 64 with 10 to 19 years of service. The employe must also have a "current connection with the railroad industry" in order to qualify for an annuity based on occupational disability.

What is the specific difference between total and occupational disability?

An employe is considered to be totally disabled if he is unable to perform regularly the duties of *any regular gainful employment*. It must be established by medical evidence that the employe has a permanent or long-range physical or mental impairment which makes him unable to perform any regular work.

An employe is considered to be occupationally disabled if his physical or mental condition is such that he is permanently disabled for work in *his regular occupation* even though he may be able to perform other kinds of work.

What specifically is required for an employe to have a "current connection with the railroad industry?"

An employe has a "current connection with the railroad industry" if he worked for a railroad in at least 12 out of the last 30 months before his annuity begins. If he does not have 12 months of service within this last 30-month period, an earlier 30-month period may be used if the employe had no regular nonrailroad employment in the meantime. Self-employment does not affect a current connection.

During my railroad service I have held several different jobs. How can I tell which is my "regular occupation?"

Your regular occupation would be determined in either of two ways. By the first method, all the months you worked in the last 5 years you were employed (not necessarily consecutive) whether in or outside the railroad industry are considered. Your regular occupation is the one in which you worked the greatest number of months.

Alternatively, you may establish your regular occupation by the second method, in which all the months in which you have worked in the last 15 consecutive years (both in and outside the railroad industry) are taken into account. Your regular occupation is then taken as the one in which you worked in at least one-half of those months.

I have not been disqualified by my employer, but I think I should be considered disabled for my regular occupation. Would it be possible for me to receive an occupational disability annuity?

Yes. It is not necessary that you be disqualified by your employer in order to be considered occupationally disabled. If you already meet the age, service and other requirements, the Board will examine the medical evidence in your case to determine whether you meet the disability standards set up for your regular occupation. If it determines that the standards have been met, you will be awarded an annuity.

When I was awarded a disability annuity last year, I was not required to relinquish my rights to return to the service of my last employer. Does this mean that I could return to a part-time job with my last employer and still receive my annuity?

No. Even though as a disability annuitant you are not required to relinquish your rights to return to service until you reach age 65, your annuity will not be paid for any month in which you work for a railroad or for your last nonrailroad employer if your last job before retiring was for a nonrailroad employer, regardless of the amount you earn in that month.

May I continue to receive my disability annuity even if I do some work after it begins?

There are both special and general restrictions on the payment of your disability annuity if you work while you are under age 65, in addition to those covered by question 6. Your annuity will be withheld for any month in which you earn more than $200 in employment for hire or in

This Year, It's Twice as Important

$2 in '72 for S. P. L.

Union Publication Mail Costs

A SHARP BOOST IN MAILing costs for The Signalman's Journal and all trade union publications is in prospect under the new schedule recommended by the Postal Rate Commission.

Except for one minor revision, the commission accepted the proposals of its chief hearing examiner and the U.S. Postal Service (USPS) on rates for non-profit second-class mail. This is the category that covers most union papers and magazines, along with publications of churches, veterans' groups, youth organizations like the Boy Scouts and Girl Scouts, and other non-profit mailers.

In issuing its decision, the commission held that the Postal Reorganization Act made attributable costs a floor as well as a ceiling for second-class non-profit publications and said the rates it proposed for this category are the "lowest justified by law."

It rejected the argument of the International Labor Press Association (ILPA), made during hearings on the proposed increases, that this was not the intent of Congress which specifically urged the commission to take into account the historic preferential treatment given such publications.

The ILPA warned in its testimony on behalf of union publications that rate increases of the magnitude proposed could well lead to the suspension or sharp curtailment of many labor papers and magazines.

The House Postal Service subcommittee is expected to resume overview hearings later this month on the operations of the Postal Reorganization Act.

The total rate boost for non-profit second-class mail would be in steps over a 10-year period. But the first step alone would nearly double postage costs for many union publications.

For example, an eight-page tabloid with no advertising content is now mailed at a minimum per-piece charge of .2 of a cent and a surcharge of .04 of a cent per copy under temporary rates put into effect May 16, 1971. The first step of the new schedule would increase the per-copy surcharge to .2 of a cent, making a total cost per copy of .4 of one cent.

Over the full 10-year phasing period, the per copy surcharge would rise to 1.5 cents and the pound rate for non-advertising matter would go from the present 2.4 cents to 5 cents a pound.

Thus most union publications would end up paying both pound and piece rates. Currently the eight-page tabloid in the example pays only the minimum piece rate.

For many publications the total postage increase proposed over 10 years would amount to a rise of 750 percent or more.

The commission's recommendations are subject to approval by the governors of the Postal Service. The governors may approve the proposed rates, permit them to go into effect under protest and seek judicial review, or reject them and return the decision to the commission for reconsideration. In the last case, any further recommended decision by the commission could be modified by a unanimous vote of the governors.

The commission modified the proposals of the USPS with regard to second-class non-profit rates in only one respect.

self-employment, but the withheld payments will be restored if your annual earnings are less than $2,500. If you earn $2,500 or more in any year, you lose 1 month's annuity for each $200 you earned over $2,400, counting the last $100 or more as $200. However, you will not lose your annuity for any month in which you earned $200 or less. You may also suffer certain deductions as a penalty for failing to make timely reports of your earnings, and your earnings may raise a question about the continuance of your disability even if they amount to less than $2,500 a year.

After you reach age 65, your annuity may be withheld only if you work for an employer covered by the Act (railroad or railroad union) or for your last nonrailroad employer if your last job before retiring was for a nonrailroad employer, regardless of the amount earned.

When I recently applied for a disability annuity under the Railroad Retirement Act, I was advised that my annuity may be increased because I have several children still in school, but not necessarily. Could you explain this?

While the Railroad Retirement Act provides annuities for the children of deceased employes, there is no such provision for the children of retired employes. However, the Social Security Act provides monthly benefits to the eligible children (including student children age 18-21) of retired beneficiaries and the Railroad Retirement Act guarantees that benefits to a family will be at least 10 percent more than social security benefits based on the same earnings. Consequently, your annuity will be increased under that guaranty if it is not already at least 10 percent higher than the total of benefits social security would pay your family.

I can no longer continue working in my railroad job because of a disabling condition. Should I first file for a disability annuity under the railroad retirement law or for sickness benefits under the railroad unemployment insurance law?

It depends on the individual circumstances of each case. The best thing for you to do is to discuss your situation with a representative of the Railroad Retirement Board. He will explain the advantages and disadvantages of filing for each type of benefit in terms of the amounts that would be payable under each law. Some of the things to be considered are whether you have a young family, the effect of the receipt of monthly benefits on the residual lump-sum payment, the effect of your working on your receipt of benefits of each type, etc.

news from Canada

DONALD MACDONALD, president of the Canadian Labour Congress, called on the government to adopt new and imaginative policies to strike at the roots of unemployment. He drew particular attention to the increasing support for protectionist policies in the United States, some of it coming from trade unions. The leader of the 1,700,000-member labour organization also warned delegates that they should fight to preserve the right to strike and to assure employes in the public service of recognition equal with that of other workers.

Pointing out that unemployment victims included a high percentage of young people, he also drew particular attention to the fact that 40 percent of the unemployed had been out of work for four months or more, "the highest duration rate of unemployment since the 1930s."

Mr. MacDonald pinned the blame for unemployment directly on the federal government:

"The untold suffering of unemployed workers and their families has not been the result of a so-called business cycle collapse, but the result of coldly calculated policies. . . .

"We are still plagued with a shamefully high level of unemployment. Unless basic changes are made in the federal government's approaches to the unemployment problem, we shall continue to be plagued with a shamefully high level of unemployment throughout the decade of the 1970s.

"With the rapid increase in our labour force, the fastest growing labour force in any industrialized country in the western world, the challenges to our society to create full employment will continue to be serious. We will require new and enlightened ideas to deal with these challenges.

"Unfortunately the seat of government in Canada, harbouring encrusted, anachronistic bureaucrats, devoid of any imaginative understanding of the modern economic problems of this country, carry on in their dull, staid and prosaic way. Even more disturbing, however, is the fact that for many years the ruling politicians in Ottawa have allowed themselves to become the captives of the inept economic advice of these bureaucrats. How long will Canadians continue to tolerate and suffer from the traditional conventional advice given by senior public officials in the Department of Finance and the Bank of Canada, which is subsequently, and perhaps sometimes unwittingly, translated by their political masters into disastrous economic policies?"

Stop-and-go policies, often based on unnecessary fears over price increases had retarded economic expansion, Mr. MacDonald said. Those on fixed incomes should be protected against price increases by escalation provisions in social security programs related to higher living costs.

"No, a union card doesn't entitle you to punch the boss in the nose! We haven't got that in our contract —yet!"

Turning to Canadian-U.S. economic relations, Mr. MacDonald continued:

The recent passage of legislation which established Domestic International Sales Corporations (DISCs) was concrete evidence of the protectionist trend prevalent in the United States. As a result unfair advantage was being given U.S. corporations in a manner that violated the General Agreement on Tariffs and Trade. The earlier co-operative spirit in international trade had given way to major trade blocs pursuing self-interests.

The CLC president said Canada was in the predicament of being largely locked into the American market. To better the situation there should be a strong initiative to encourage other trading nations to work through GATT to bring about freer multinational trade. At the same time steps should be taken to provide protection against unfair competition.

Mr. MacDonald was critical of the recent government proposals concerning foreign take-overs of Canadian companies. This was regarded as entirely inadequate.

"There should be an independent public agency, acting in co-operation with the provinces, which would make recommendations for screening all new direct investment coming into Canada, and these recommendations would be disclosed to the public," Mr. MacDonald said. "Of paramount importance would be that any recommendations take seriously into account

the effects of such investment on the employment of Canadians, and the political and economic independence of Canada."

On the matter of strikes, Mr. MacDonald said workers should have the right to withhold their labour "without being intimidated by threats of stiff fines and jail sentences." He continued:

"Unfortunately this is far from being the case, especially insofar as many public service employes are concerned. Recent events in Quebec tragically illustrate this point. To say that the rights of workers in the public service of that province were trammelled is hardly an exaggeration.

"The right of organized workers to withhold their labour is, in the final analysis, the only way in which the collective bargaining process can remain viable. If the right to strike is outlawed, collective bargaining can be nothing more than chit-chat between the employer and the union, with the employer in the end unilaterally decreeing wages, salaries and other conditions. What is the difference between this and 'company unionism'?"

The Canadian Labour Congress voiced strong support for legislation to deal with problems of technological change. Appearing before the Parliamentary Committee on Labour, Manpower and Immigration, the CLC had some criticisms of proposed amendments to the Canada Labour Code but endorsed the principle of sections dealing with industrial conversion and to a preamble to the code supporting the practice of collective bargaining.

The preamble is an addition to the bill in its present form, it was not included in the original bill. The CLC commented:

"In our view this represents a long-overdue statutory recognition of the importance of freedom of association and free collective bargaining as the pillars of sound labour-management relations in this country. It also represents, we hope, a commitment by the government of Canada to a public policy which recognizes the role of unions in matters which affect the common good of our nation. We feel strongly that public policy should reflect the acceptance of unions as an integral part of our society, not only in matters of labour relations, but in all the affairs of state which touch upon the lives, interests and well-being of the working people of Canada."

With regard to the sections on technological change the CLC submission said:

"We strongly support the principle that the bill should deal with the issue of technological change. This principle we regard as being of paramount importance to working people everywhere. The trade union movement in Canada and elsewhere has always advocated that everything which bears upon the economic and social well-being of the workers should be subject to negotiations in the collective bargaining process. It would appear that this advocacy has gained some support from the government of Canada in the area of matters relating to technological change."

The following statement was issued with reference to the budget:

This is far from the full employment budget which Canada needs now to reduce the continuing high level of unemployment. It concentrates on reductions in corporate taxes and this is not likely to result in a substantial increase in employment opportunities, except in the long run.

A reduction in personal income taxes among lower income groups would have been the most effective and rapid means of creating consumer demand and providing jobs. The government has rejected this approach and the budget therefore has little benefit for the average family. There is nothing to stimulate home construction and thus another opportunity has been missed to provide a substantial number of jobs quickly. We are very disappointed that the 11 percent sales tax on building materials has not been removed.

At the same time we welcome the steps taken to assist old age pensioners and students. Introduction of full escalation provisions for pensioners is a measure which the Canadian Labour Congress has long advocated. This, with other measures applicable to pensioners, is a step toward providing the type of pensions which Canada's senior citizens should have.

Attend Your Union Meetings

US Funds Sought To Upgrade Rail Grade Crossings

THE RAILROAD INDUSTRY has asked that Congress fund a five-year program to eliminate, or improve 30,000 grade crossings. Max R. Sproles, the Association of American Railroads' director for highway-rail programs, urged the use of federal funds to solve the problem. He appeared before the Senate public works subcommittee on roads.

The AAR official claimed that the grade crossings are actually a highway, rather than a railroad problem, and the rail-industry is in no financial position to make all of the necessary improvements.

The industry spends about $53.5 million annually on the problem. The industry has recommended that 5 percent of the present federal highway trust funds be allocated to states for grade crossing improvements, and the money be used for any road where conditions warrant, rather than on federal-aid roads only.

About 80 percent of the grade crossings in the U.S. are not located on federal-aid highways, Mr. Sproles said.

Would You Believe?

Doctors Form Union

IT'S FINALLY HAPPENED! Thirty Nevada doctors have organized the first local union for physicians—Local 676 of the Service Employes International Union (SEIU).

Dr. John Holmes of Las Vegas is head of the new local which was formed because of recent actions by Nevada conglomerates engaged in the health care business. The doctors feel that the conglomerates are too "profit conscious."

SEIU's General President George Hardy said the union will aid the doctors in their fight against health care "profiteering in Nevada by conglomerates." Their actions have infringed on the professional freedoms physicians traditionally enjoy, Hardy said. The doctors will join some 150,000 nurses, orderlies and other hospital employes that are organized throughout the country by the SEIU.

"They have the same need to organize as do all other men and women whose jobs involve the public's health and safety," said Hardy.

By SIDNEY MARGOLIUS, for The Signalman's Journal

Borrowers Need To Pay More Heed To Annual Interest Rates

THE FEDERAL TRUTH IN lending law, which became effective in 1969, is probably the most useful legislation recently enacted for consumer protection. The law requires that stores and lenders tell you the annual percentage rate (called APR) on installment purchases, charge accounts and loans. They must give you this information in addition to telling you the amount of finance charge in terms of dollars.

This requirement can be a great help to you. Knowing the annual rates charged by various sources gives you a uniform yardstick to compare finance charges. You know, for example, that when a bank says it charges a "discount" of $6 per $100 on a personal loan, this is a true annual rate of about 12 percent; that a finance charge of $12 per $100 on a used car or household equipment is approximately 24 percent; that a loan company charge of 3 percent a month on a declining balance is 36 percent a year.

You also are able to know that 1½ percent a month on a "revolving charge" or "junior-budget" account is the equivalent of 18 percent a year.

Thus, you are better able to decide whether you really want to pay a loan company 30 to 42 percent to consolidate your other bills or for vacation or Christmas cash.

When you buy a used car or open a department-store account, you also have a chance to see that 18 percent is a lot more than the 11-14 percent a credit union or bank would charge for a loan to make the same purchase.

Very importantly, you are able to see that you are paying 12, 18, and even higher percentages when your own savings earn only 5 or 5½ percent in savings accounts and bonds. Then you can decide whether you might save by using your own cash and paying yourself back each month.

That is, you can know all these things if you make it a point to ask what the "annual percentage rate" or APR is, before you decide how to finance your purchase. Otherwise this law is not much help to you. You can wind up haggling with a dealer to knock off $50 on a used car, but pay $100 to $200 more for the financing. Or you may spend hours comparison-shopping to save $10-$15 on a refrigerator but pay $25-$35 more for the financing.

YOUR MONEY'S WORTH
by Sidney Margolius
PAY MEAT PRICES FOR BREADING?
YOU OFTEN DO WHEN YOU BUY PRE-BREADED FOODS. GOVERNMENT STANDARDS SHOW THAT "CONVENIENCE" PRODUCTS USUALLY ARE 25-50 PER CENT BREADING. FOR EXAMPLE, THE POPULAR FISH STICKS CAN HAVE UP TO 35 PER CENT BREADING AND ONLY 65 PER CENT FISH.
BREAD CRUMBS
MORE AND MORE PROCESSORS ADD CHEAP "CONVENIENCE" INGREDIENTS TO BASIC FOODS, AND CHARGE EXTRA. "SELF-BASTING" TURKEYS HAVE 3 PER CENT OIL ADDED. YOU NOT ONLY PAY A TURKEY PRICE FOR OIL, BUT AN EXTRA PRICE FOR THE TURKEY ITSELF.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES.
ILGWU
MADE IN USA

At least one survey, by the National Commission on Consumer Finance, has found that consumers now are more aware of the cost of credit as the result of the truth in lending law. The commission reported that 38 percent of people questioned were aware of the rates charged for various types of credit in 1970 compared with only 14 percent before the law took effect.

The "truth" law also has helped enormously to curb misleading ads. For example, you no longer see consumer-trap ads for used cars saying "$5 down," or other ads saying "only $10 a month" without stating the full costs and the annual percentage rate.

Too, as Esther Shapiro, consumer specialist for the Michigan Credit Union League, points out, the law has given consumer organizations a tool with which to present other flagrant abuses such as verbal misrepresentations of the interest rate. For example, Mrs. Shapiro reports, "Consumers phoning for information on car loan rates are quoted amounts like '7 percent' and '10 percent' when the APR is more like 15 or 20 percent for used cars. But we can and have induced the local Federal Trade Commission representatives to call together auto loan, banking and advertising people to find ways to halt the violations." And the lenders agree to conform "because they know the law."

But Mrs. Shapiro feels that more education of the public is needed to make sure consumers are not misled by verbal representations. The Federal Reserve Board, which administers truth in lending, especially should undertake such education, Mrs. Shapiro feels. She cites a survey by Lewis Mandel of the University of Michigan Survey Research Center. It found that before the truth in lending law, borrowers could estimate the interest rate they paid on a car loan with approximately 45 percent accuracy. In 1971, after the law went into effect, the accuracy went up to 53 percent.

Mandel feels this is not enough of a gain. He believes the problem is that most people do not have enough understanding of what the interest rate is and how it affects their costs, to make them remember it when it is disclosed to them.

Just knowing the annual percentage rate is not enough, Mandel says. You also have to know about the

availability of different sources of credit, and the variations in rates charged.

Many consumers do have a tendency to worry more about how much a month they have to pay than about how much interest they are charged. This tendency, or the desire to save the trouble of shopping for credit, is what makes it possible for some lenders and dealers to charge high rates, and it also gives ammunition to those who oppose controls on credit costs. They say, "See? Consumers don't want to bother."

But the real fact of life is that it's as important nowadays to comparison-shop for the credit as for the article itself. You actually may find a greater variation in the finance charge than in the price of the washer, TV set or car.

Working families are in a serious plight this summer. Led by meat prices, food costs are heading for a new record.

A comparison of market reports in three large cities shows that prices of seven meat cuts on which moderate-income families usually depend, already have gone up an average of 4 percent from mid-April to mid-June, with the biggest hikes still ahead. Boosts have been especially noticeable on pork loin, round steak and leg of lamb. Prices of these meats have jumped 5 to 14 cents a pound in eight weeks.

The meat industry is holding prices more diligently on chuck, ground beef, cooked hams, pork butts, chicken and turkey. These are still close to last spring's prices.

Compared to a year ago, meat prices in the three cities we checked are about 8 percent higher on average.

Prices of fresh, canned and frozen produce also are higher, on average, this summer.

The worst is yet to come. By mid-June the Dun & Bradstreet wholesale food price index had reached its highest level in 26 months—up 8.2 percent over a year ago. You'll feel the full effect of these higher prices in August.

Two months ago we told you that the Nixon Administration and the supermarkets were either kidding the public that food prices were coming down after their big leap last winter, or didn't know what they were talking about. These figures prove it.

In general, we are little better off than before the price stabilization program went into effect last August. Overall, living costs have gone up 2.2 percent in the eight months of the stabilization program, compared to 2.5 percent in the previous eight months. In the six months from November, when the three-month price freeze ended and the stabilization program took over, the Government's wholesale index for all commodities rose at a seasonably-adjusted annual rate of 5.2 percent compared to a rate of 4.7 percent in the six months before August, 1971.

How People Cope

How are families themselves reacting to the continued inflation? They are trying to defend themselves in a number of ways. My own mail shows a particular spurt in letters asking about health insurance to supplement present policies—an apparent reaction to the climb in medical and hospital fees.

There also is a spurt of interest in forming buying clubs to buy food in wholesale lots from consumer cooperatives and other wholesale agencies. In a number of localities in the U.S. and Canada, families have formed such "large-family buying clubs" and "food depots," with varying degrees of success.

There also is a growing suspicion of the value of ready-to-eat and processed foods, and efforts to soften the impact of high food prices by switching to lower-cost meats and reducing amounts used, and by buying in bulk, such as gallon containers of milk.

Unfortunately, families also are going into debt more heavily, for both installment purchases and personal loans. Installment debts have increased by record amounts this past spring, the Federal Reserve Board reports.

***It's Our American Privilege to* REGISTER and VOTE**

Vacation Safety

VACATION TIME CAN only be a fun time if it is also a safe time.

To help plan for a safe vacation, the National Safety Council has prepared an eight-page pamphlet, "Put the SAFE-T Brand on Your Vacation," giving special safety pointers to be followed both at home and away during the vacation season.

The pamphlet tells what to check out on a car before leaving on a vacation trip; how to equip and pack a car safely; how to keep children amused on long trips, when to make rest stops; how to get a suntan—not a sunburn; and how to play it safe when swimming, water skiing, and boating.

Because vacations at home can be just as hazardous as vacations far away, the SAFE-T pamphlet also lists precautions to take when using power tools and lawn mowers.

To order, write the Membership Department, National Safety Council, 425 North Michigan Avenue, Chicago, Illinois 60611.

In accordance with Article IV, Section 40 of the Constitution of the Brotherhood of Railroad Signalmen, The Signalman's Journal hereby publishes the result of the referendum vote of Brother R. J. Tarte's Appeal, circulated to all Locals on April 21, 1972.

The party to the appeal was notified in writing of the result on June 19, 1972 following the closing date of June 15, 1972.

The result of the ballot was as follows:

Number of Locals voting to sustain the decision	74
Number of Locals voting to reverse the decision	15
Number of Locals voting to abstain	3
Number of Locals having void (unsigned ballots)	1
Total	93

Subsequent to June 15, the office of the Secretary-Treasurer received eight ballots which were not counted due to their having been received after the closing of the ballot.

YOUR WASHINGTON Reporter

By R. E. Porter

AMERICA'S RAILROADS would be doing quite well financially, if it weren't for the drag caused by deficits in the Eastern region—primarily the big loss sustained by the Penn Central. That's shown anew in reports issued by the Association of American Railroads, covering the year 1971.

These reports disclose that aggregate net railway operating income of Class I carriers for the year was roughly $700 million. That's only a 2.5 percent rate of return, the AAR says, but it's about 44 percent higher than the depressed year of 1970.

However, if the Eastern region could somehow be excluded, the picture would be different. Carriers in that region registered a deficit of $26 million for the year in net railway operating income. This reflected the towering loss of the PC which more than counter-balanced the profits rolled up by such affluent roads as the Chesapeake & Ohio, and the Norfolk & Western.

In the Western district alone, net railway operating income totaled $491 million in 1971, an all-time record. In the Southern district the operating "net" was $236 million, also a new record. Combined, these two regions alone had a net railway operating income of over $727 million.

As for rate of return on investment, the Southern total was a respectable 4.83 percent and the Western 3.92 percent. The deficit in the East reduced the total return for railroads to a shade less than 2.5 percent. Even that low rate of return was the highest for Class I railroads since 1966.

As for net income, after payment of taxes, interest and other charges, the regional contrast is even more marked. The Eastern region had a deficit of $248 million, after such charges, down from $273 million in 1970. On the other hand, the Western district showed a net income of $418 million, a big jump from $343 million in 1970, and the Southern district, $179 million, up from $159 million in 1970.

* * *

Historically, the financial decline of railroads in the Eastern district is very marked, the AAR reports disclose. For example, in the boom year of 1929, railroads in that district rolled up net railway operating income of $634 million, more than the combined total of $484 million in the Western district and $132 million in the Southern.

From the 1929 high watermark, the Eastern railroads zigzagged year by year, but on the whole went into a long-range decline. The last year they were in the black on net railway operating income was 1969 when they reported a total of $118 million. Then came a plunge to a $101 million deficit in 1970 and a $26 million deficit in 1971.

By contrast, the Southern district went almost steadily upward from $132 million operating income in 1929 to $236 million in 1971. The Western district varied considerably from $484 million in 1929, followed by a plunge in the depression years of the 1930s, then a more or less steady range of $300 million to $400 million-plus, and finally $491 million in 1971.

The contrast in net income, after charges, is perhaps more marked. In 1929 the Eastern railroads had a "net" of $487 million, which skidded in the depression, rose to $349 million in 1955, went downhill, rose again in the middle 1960s, then dropped precipitously after 1966, tumbling to a deficit of $276 million in 1970 and $243 million in 1971.

On the other hand, in the Southern district, the carriers had an almost steady rise in net income from $73 million in 1929 to $179 million in 1971. The Western carriers registered net income of $336 million in 1929, went up and down through the years, but shot up in 1971 to $418 million.

* * *

Freight revenues likewise exhibited wide variations among the districts. The Eastern district recorded $2.3 billion in this category back in 1929, fell sharply in the 1930s, then alternated through the years, rising to $4.1 billion in 1971. That represents a revenue increase between 1929 and 1971 of about 75 percent.

On the other hand the Southern district bounded from $600 million in freight revenues in 1929 to over $2 billion in 1971, an increase of over 230 percent. Also, the Western district revenues advanced from $1.8 billion in 1929 to $5.6 billion in 1971, an increase of over 210 percent.

These figures reflect the shift in industry and traffic through the years from the East to the South and West.

* * *

Efforts to curb the swift pace of branch line abandonments by the nation's railroads are continuing in Washington. Among the latest developments are these:

• Leaders of the nation's railroad unions testified before a House

"Say, Tarzan — Your union paper says it's most important to exercise your right to vote — Have you registered?"

Transportation subcommittee in opposition to legislative provisions making it much easier for the carriers to abandon branch freight lines. These provisions are part of pending bills for financial aid to the railroads.

At the least, the union leaders said, such provisions should include adequate protection for employes adversely affected by line abandonments.

• Rep. Harley Staggers (D., W. Va.), chairman of the House Interstate Commerce Committee, introduced a joint resolution that would suspend the authority of the Interstate Commerce Commission to act on line abandonments until January 1, 1974, so as to give Congress time to study the problem and come up with solutions. This House resolution would, in effect, provide an 18-months moratorium on line abandonments, substantially longer than a 12-months moratorium proposed in a Senate resolution.

• A new proposal to deal with the problem came from Sen. Walter Mondale (D., Mont.). He offered a bill to establish a Rural Rail Transportation Administration (RRTA) calculated to save lines that are marked for elimination and even improve service on them. His bill, he said, would supplement the moratorium proposal.

Under his measure, to be administered by the RRTA, federal loans or loan guarantees would be made to "re-establish service on an abandoned line or to continue and improve service on a line slated to be abandoned."

Mondale declared that "this type of financing program would enable cooperative or other non-profit organizations made up of shippers and residents to purchase and operate" the lines earmarked for doom. This arrangement, he said, would be similar to the Rural Electrification Administration, established in New Deal days, which brought electric power to rural America.

The senator warned that unless some such plan was instituted, numerous rural communities, deprived of rail service, "would be left to die."

Mondale introduced his bill as the Interstate Commerce Commission continued approving numerous applications filed by the railroads for branch line abandonments. Other pending applications, if "okayed" by the ICC would result in elimination of thousands of miles of existing lines.

Wins Grievance

Charges Head-On Into Hair Dispute

HAIR CAN BE A PRETTY hairy problem in some plants across the country, but one young auto worker managed to capture the best of both worlds—employment and long hair. And all he had to do was use his head!

A Michigan State University student applied for Summer work, but was told by the personnel office of this particular company that his application could not be accepted until he trimmed his shoulder-length locks. The student later reappeared, his once full beard now reduced to a moustache and his hair apparently cut to an acceptable length. He was hired for the Summer months. His secret? Nothing new, just a short-hair wig.

All went well with the head transformation in place until Aug. 2, when he appeared without the wig, his shoulder-length hair pinned up, under a net, and under a casual hat. The plant manager gave him the choice of a haircut or a job cut—the employe chose the latter.

Then came a grievance from the union, Local 155 of the United Auto Workers, and the presence of an arbitrator, E. J. Forsythe.

The company explained that it had two reasons for the hair-length rule: (1) safety and (2) the company's image with visiting dignitaries. The union replied that the rule was not in writing; that safety requirements can be met with a net, a hat, or a wig, among other things; and that the grievant did not come in contact with visitors on his job.

Arbitrator Forsythe held for the union: "In the absence of a written, published rule or inclusion on the Application for Employment of the company, the arbitrator can only conclude that the wearing of a wig contained the grievant's hair at a 'reasonable hair length.' While safety is important, the wig served the same purpose as hair nets required by some plants."

The grievant was awarded back pay to the time he returned to his studies at Michigan State.

Senator McGovern's Plan To Rescue The Railroads

SENATOR GEORGE McGOVern (D., S.D.), busily campaigning for the nomination as Democratic presidential candidate took time out to advance his plan for saving the nation's railroads in his most recent newsletter to constituents.

"It seems to me that if we are going to save the railroads, the Federal Government is going to have to provide substantial assistance," he said. "The Federal Government can—as it does for highway and air traffic—provide a good deal of help. I would recommend that we consider the following steps:

"An assumption by the Federal Government of the responsibility for the maintenance of roadbed, bridges and other structures associated with the railroads. This should include the signal systems. The goal should be not only to upgrade existing track conditions, but also to fully standardize, on a national basis, all operational procedures with a view toward efficient movement of goods.

"The Federal Government should establish a 'working pool' of freight and special rail cars on which every railroad could draw during peak shipping periods—such as the grain harvest. This would insure a ready availability of the necessary cars and relieve the railroads of non-productive equipment inventory.

"A program of research and development to improve all rolling stock, including engines. Pilot models should be built and tested before being made available for purchase by the railroads through their regular suppliers.

"I believe that such a program could be financed, at least in part, by the 'trust fund concept' that has served us so well in the building of highways," he wrote. "It would relieve the railroads of much of the financial burden for their operation and free their key personnel for more productive pursuits. It would insure more and better service for every shipper and passenger."

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Joseph Murphys Mark Golden Anniversary

Joseph and Thelma Murphy of 4134 East Lester Street, Tucson, Arizona, celebrated their Golden Wedding Anniversary in conjunction with their daughter and son-in-law, Dick and Carol Paver, who marked their Silver Anniversary.

The joint celebration was held at the home of Murphy's other daughter and son-in-law, William and Marian Wedding of Tucson, where 300 guests greeted the two couples.

The Murphys were married in Pleasant Prairie, Wisconsin on June 10, 1922. Joe was employed by the Chicago and North Western Railroad in the Signal Department, and for 15 years served on the Wisconsin Division and 30 years on the Galena Division of this railroad. After 45 years with the railroad, the Murphys, upon retirement in 1958, moved to Tucson, Arizona to be near their two daughters and grandchildren.

Thelma Murphy, after retiring as a teacher, was employed as a bank teller and also in the Accounting and Purchasing Department of the General Electric Company in DeKalb, Illinois. She is a member of the Order of the Eastern Star, Legion Auxiliary, Daughters of the American Revolution and the Ocotillo Garden Club in Tucson.

Joseph Murphy is a member of the Masonic Lodge, Order of the Eastern Star, Fraternal Order of Eagles, American Legion, Veterans of Foreign Wars and the Rod and Gun Club. Joe served as a Corporal in the Marines in World War I, and as a Captain in the Army in World War II, and is now associated with the Retreads, which is an organization composed only of men who served in both World Wars.

The Murphys are active members of the Catalina United Methodist Church in Tucson. Their Golden Anniversary celebration was a day to be remembered the rest of their lives. They have had many stepping stones in their married life—some of joy, some of hardships and sorrow, but are thankful for all of them for they have been experiences that lead to this glorious Golden Anniversary Day. ED.

Santa Fe Locals Hold Joint Meeting

The Brothers of Locals 156, 172 and 173 met in Barstow, California, on May 20, 1972, for their first annual joint meeting. The meeting was called to order at 10:00 a.m. by General Chairman R. R. Van Vacter. After the opening of the meeting the members present were asked to identify themselves so they could become better acquainted with each other.

Following the introduction, Brother Tom Bates, Grand Lodge secretary, was asked to bring the members up-to-date on what is currently happening at Grand Lodge. Brother Bates reported on two resolutions adopted by the Grand Executive Council, Grand Board of Trustees and the General Chairmen. One resolution dealt with the D.O.T. and a request that the D.O.T. extend their regulations to include the grade crossing protections. The other resolution was to the Railroad Retirement Commission showing the Brotherhood of Railroad Signalmen's opposition to the Railroad Retirement system being merged with the Social Security system. Brother Bates also reported on the Signalmen's Political League and the importance of our Brotherhood having funds available to assist those Congressmen for re-election who support us in Congress.

Mr. and Mrs. Joseph Murphy celebrated their golden anniversary on June 10. Joe still looks like he could return to the C&NW's signal forces and do a hard day's work.

We also heard an address from George Bodle and his investigator, G. E. Powell, on the FELA. George, from the law firm of Bodle, Fogel, Julber and Reinhardt, sponsored the dinner for the members and wives, which was served after the meeting.

General Chairman Van Vacter brought the members up-to-date on the things that have been happening on the Coast Lines of the Santa Fe and the current status of many claims. It was also brought to the attention of the members by Van Vacter the importance of making claims when the Agreement has been violated. When asked concerning the "Scope" rule, what constituted a violation, Van Vacter stated: "The turning of a screwdriver," pointing out that we, as Signalmen, should never be satisfied to ever give up any of our work to anyone or any group. We should insist that our people covered by our Agreements be the only ones ever to do our work.

The meeting was adjourned at 12:30 p.m. After a short cocktail party, a barbequed beef dinner was served. Each member in attendance was furnished with a Signalmen's decal from General Chairman Van Vacter. Members in attendance were: Local 156—Brothers Garner, Vickers, Moffit, Forsythe, Savage, Waite, Wright, Bauer, Doak, Young, Van Vacter; Local 173—Brothers Stover and Smith; Local 172—Brother Curnutte; also retired member, Bob Dockery.

Those in attendance felt the meeting and dinner was a rousing success and are looking forward to 1973 and the possibility of including other Locals from the West in next year's meeting.

Richard Van Vacter

Santa Fe

McPherson, Kansas (33). The officers and members of Local 33 joined Brother R. W. Rensimer's many friends at a retirement party held in his honor on June 17, 1972.

Brother Reg was retiring from the Santa Fe Signal Department after 44

Mr. and Mrs. R. W. Rensimer recently were honored at a retirement party hosted by Brother Reg's many friends on the Santa Fe's signal department.

years of service. In all, Brother Rensimer had 46 years of service on the Santa Fe having started work on the Eastern Division as an apprentice telegrapher on July 23, 1926.

Brother Rensimer transferred to the Signal Department as a helper on the Panhandle Division on May 22, 1928. He was working as a signal inspector at the time of his retirement having been promoted to that rank on the Western Division on February 1, 1946.

More than 35 signal employes and their families gathered at Carey Park in Hutchinson, Kansas, to attend the party. One of the old-timers present was Tom Reed, who retired in 1949 and is now 84 years young and still going strong.

The officers and members of Local 33 join Brother Rensimer's many friends in wishing Brother and Mrs. Rensimer many years of healthy and happy retirement. MAX E. CRAFT

Burlington Northern

St. Paul, Minn. (154). The regular meeting of Local 154 was held on May 20 at the Capp Towers Hotel, St. Paul, Minn.

There were 19 members present, four Local Lodge Officers, namely: General Chairman R. F. Richardson, Financial Secretary-Treasurer R. L. Peterson, Local Chairmen Alvin Borgrud and Gordon McConn. Also present from Grand Lodge were President C. J. Chamberlain and Vice President J. T. Bass.

The financial standing of the local was discussed as was our working agreement.

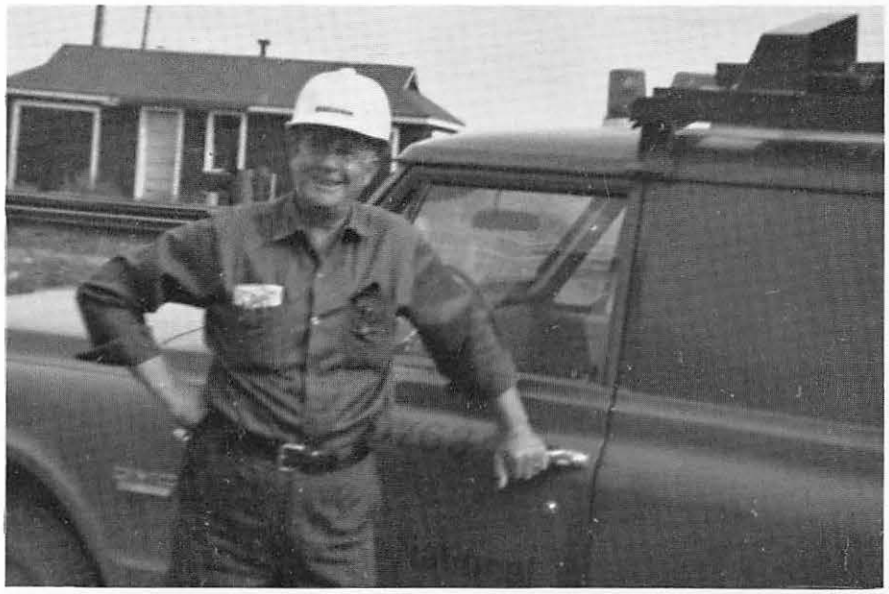
Our fine noon meal was again provided by Attorney Eugene Rerat.

In the afternoon following our regular meeting Local 154 joined several other locals from this area for our annual regional joint meeting.

At this meeting President Chamberlain spoke of many plans Grand Lodge is working on for the future. He discussed the subject of uniform dues structure for all members of the Signalmen. He also informed the members present of the new Signalmen's headquarters in Mt. Prospect, Illinois that will be built this year.

Many other subjects were discussed by President Chamberlain and once again those attending were able to receive information about our organization and assist in our plans for the future.

An added thanks to our host, Attorney Eugene Rerat for the fine luncheon. ALVIN F. BORGRUD



Brother Oscar Asselstine recently retired from the Canadian National Railway after 28 years. Brother Oscar, Secretary-Teasurer of Local 124 fo the past 15 years is shown outside his tool house on the day he retired.

Canadian National

Belleville, Ont. (124). Brother Oscar Asselstine retired from the Canadian National Railway's Signal Department on June 4, 1972.

At the time of his retirement Brother Asselstine was serving as Secretary-Treasurer of Local 124, a position he had held for the past 15 years.

Brother Asselstine started work on the Canadian National Railway as a Signal Department employe in 1944. He was promoted to an assistant maintainer position at Napanee in 1946.

In 1958 Oscar was awarded the maintainer's position at Napanee and remained at that location until his retirement.

The officers, members and Brother Asselstine's many friends wish him many years of happy retirement.

R. FULTON

Many of the Signalmen's locals in the Minn. area held their regional joint meeting in St. Paul, Minn. on May 20, 1972. President Chamberlain is shown addressing the meeting as the officers and guests at the head table listen to his remarks.

Members of Signalmen Locals in the St. Paul area are very attentive as President Chamberlain and other officers report on the plans for the coming year.

Members from all Burlington Northern Signalmen Locals joined their brothers from the Chicago, Milwaukee, St. Paul and Pacific and other roads in receiving an up-to-date report on camp cars, revised agreements and other important Brotherhood matters in St. Paul on May 20.

Obituary

George Kangris, member of Local 92, Southern Pacific Railroad, passed away at Merced, California, May 12, 1972. He was 50.

Brother Kangris started in the signal gang at Merced in 1947 and was lead signalman in Gang 5A at the time of his passing. He was a member of Local 92 for 25 years.

The officers and members of Local 92 extend their deepest sympathy to his wife and family.

R. E. Hallet

Paul V. Murphy, retired member of Local 38, Penn Central (former NYC-LW) passed away May 21, 1972 after a short illness. He was 67.

Brother Murphy began his career on the Indiana Harbor Belt Railroad in 1924. He worked as a clerk in the agent's office, store department, as signal helper on the Western Division of the New York Central and lampman between December 4, 1924 and November 1, 1934, signal department on the NYC to 1968 and IHB at Gibson until his retirement December 31, 1971. He completed 50 years of service.

He is survived by his brothers Eugene and Arthur, sisters Eileen and Marge, to whom the officers and members of Local 38 extend their deepest sympathy.

A. J. Murphy

Joseph Merrick Boisjoli, member of Local 125, Canadian Pacific Railway Company, passed away May 16, 1972. He was 49.

Brother Boisjoli was employed by the Canadian Pacific for the past 27 years. He held the positions of Assistant General Chairman, CP-Rail Western Lines, Local Chairman and Secretary-Treasurer of Local 125. He was always a devoted member of the BRS.

Surviving are his wife, Christina; two daughters, Mrs. D. Nault, Lethbridge, Alberta, and Mrs. C. Hauck, Edmonton, Alberta; four grandchildren; his parents, Mr. and Mrs. Dona Boisjoli, Calgary; one sister, Mrs. Johanna Bartlett, Calgary; to whom the officers and members of Local 125 extend their deepest sympathy.

A. N. Cotton

Thomas G. Bourke, Jr., retired member of Local 7, Penn Central (former Local 34 NYNH&H) recently passed away. He was 74.

Brother Bourke was a signal maintainer on the New Haven at Greenwich and Cos Cob, Conn. He was well liked on the job and was a man of good character. He retired in 1965.

In World War II he served with the 243d Field Artillery Battalion. He was a member of the Brotherhood of Railroad Signalmen and the St. Augustine Council No. 41 of the Knights of Columbus.

The officers and members of Local 7 extend their deepest sympathy to the surviving members of his family.

Wm. Londregan

Peter L. Pollock, retired member of Local 154, Burlington Northern, Inc., passed away February 23, 1970. He was 71.

Brother Pollock retired in 1966 after completing 51 years of service with the Great Northern Railroad (now the Burlington Northern Inc.). At the time of his retirement he was employed as a signalman at Huron, S.D.

The officers and members of Local 154 extend their deepest sympathy to his widow and the surviving members of his family.

Ed.

A. E. Sandman, retired member of Local 87, Burlington Northern, Inc. (former Northern Pacific Railroad) passed away two years ago. He was 75.

Brother Sandman was a CTC signal maintainer at Helena, Montana, when he retired in November, 1959. He completed 41 years of service.

The officers and members of Local 87 extend their deepest sympathy to his widow and the surviving members of his family. Ed.

James S. Dudley, retired member of Local 221, Chesapeake & Ohio Railway, passed away on July 22, 1971. He was 65.

Brother Dudley retired on October 31, 1971 after completing over 42 years of service. He was a signalman at Huntington, W. Va. when he retired.

The officers and members of Local 221 extend their deepest sympathy to his widow and the surviving members of his family. ED.

Burton A. Fox, retired member of Local 8, Union Pacific Railroad, passed away March 8, 1972. He was 92.

"Burt" was a Charter Member of Local 8 and started his career as signal maintainer at Speer, Wyoming in 1910. Later he held maintainer positions at Brighton, Platteville and Synder, Colorado, and was battery plant operator at LaSalle and Sterling until 1938 when he transferred to crossing watchman and retired in 1949.

He is survived by one brother, Alphus P. Fox of Greeley, Colorado; two daughters, one stepdaughter, three grandchildren, eight greatgrandchildren, to whom the officers and members of Local 8 extend their deepest sympathy.

WM. J. JOHNSON

MOVING? LET US BE THE FIRST TO KNOW

When you are planning to move, please let us be the first to know. If you fail to notify us, the Post Office Department tells us that your copy of *The Signalman's Journal* was undeliverable. The government charges for this service. Please take the time to fill in one of the change of address forms provided in each issue and promptly return it to us. Be sure and give us your proper Zip Code as new post office regulations require that all magazines be addressed with the proper Zip Code. If you will help us in this matter, you will save your Brotherhood money and assure yourself of uninterrupted delivery of the Journal.

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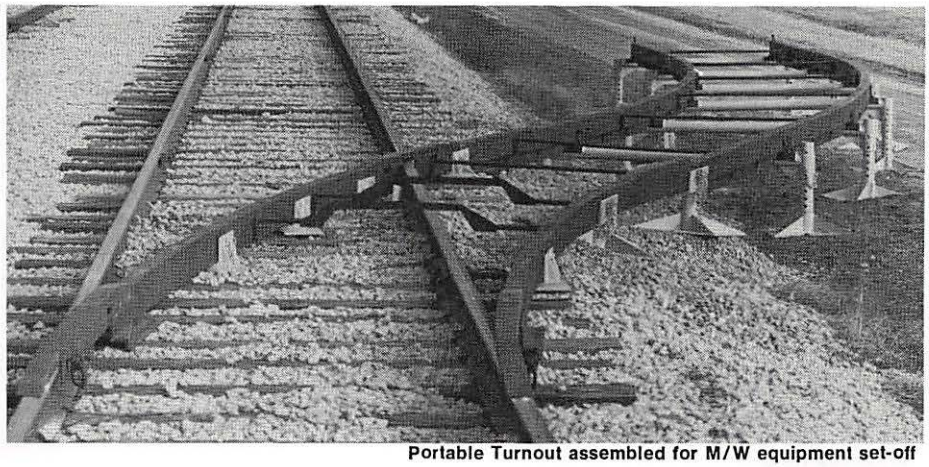

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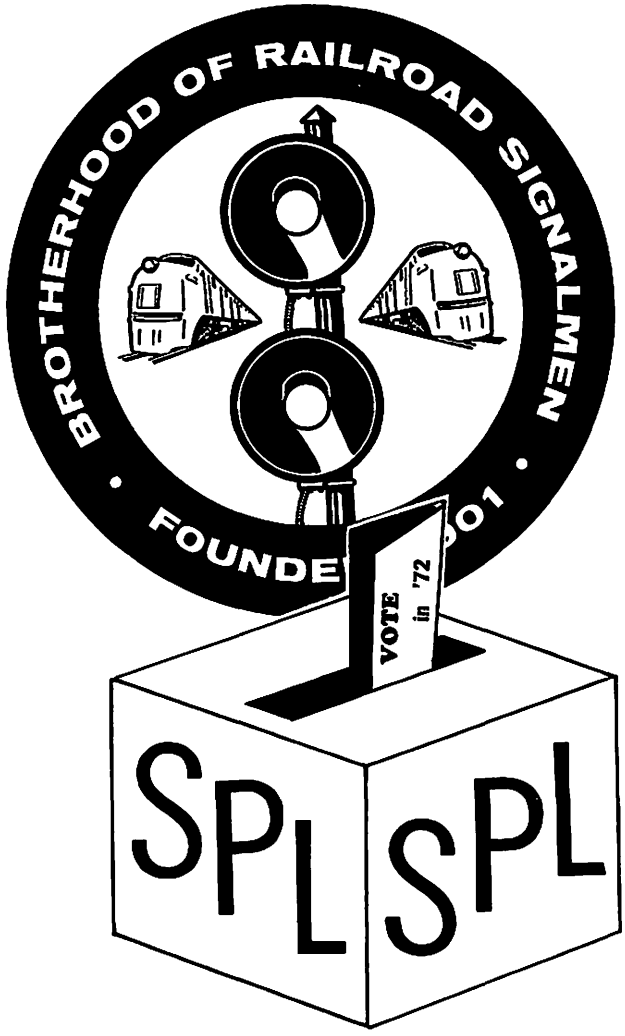


In the January issue of the Signalman's Journal we announced the establishment of the Signalmen's Political League.

The Brotherhood of Railroad Signalmen and all organized labor have a great stake in the November general election. If labor's friends are to be victorious on election day, we must do our part now.

This year's stakes are high. At issue are such things as better retirement benefits, restoration of pass privileges, compulsory arbitration, anti-labor legislation, unfair wage-price controls, inequitable taxes and unemployment.

Today—register to vote in your community. Registration deadlines are fast approaching.

Today—join the Signalmen's Political League to support the campaign efforts of our friends in the months ahead.

Membership is only $2.00 per person. Your $2.00 contribution will help elect labor's friends.

Make your checks payable to the Signalmen's Political League and send them to R. T. Bates, the Treasurer of the SPL, 2247 Lawrence Avenue, Chicago, Illinois 60625.

SIGNALMEN'S POLITICAL LEAGUE
1972

I support the concept that Signalmen must be active in politics so that candidates favorable to our views may be elected. I realize that dues money may not be used for political purposes; therefore, I back up this support by making a voluntary [illegible] the Signalmen's Political League and [illegible]

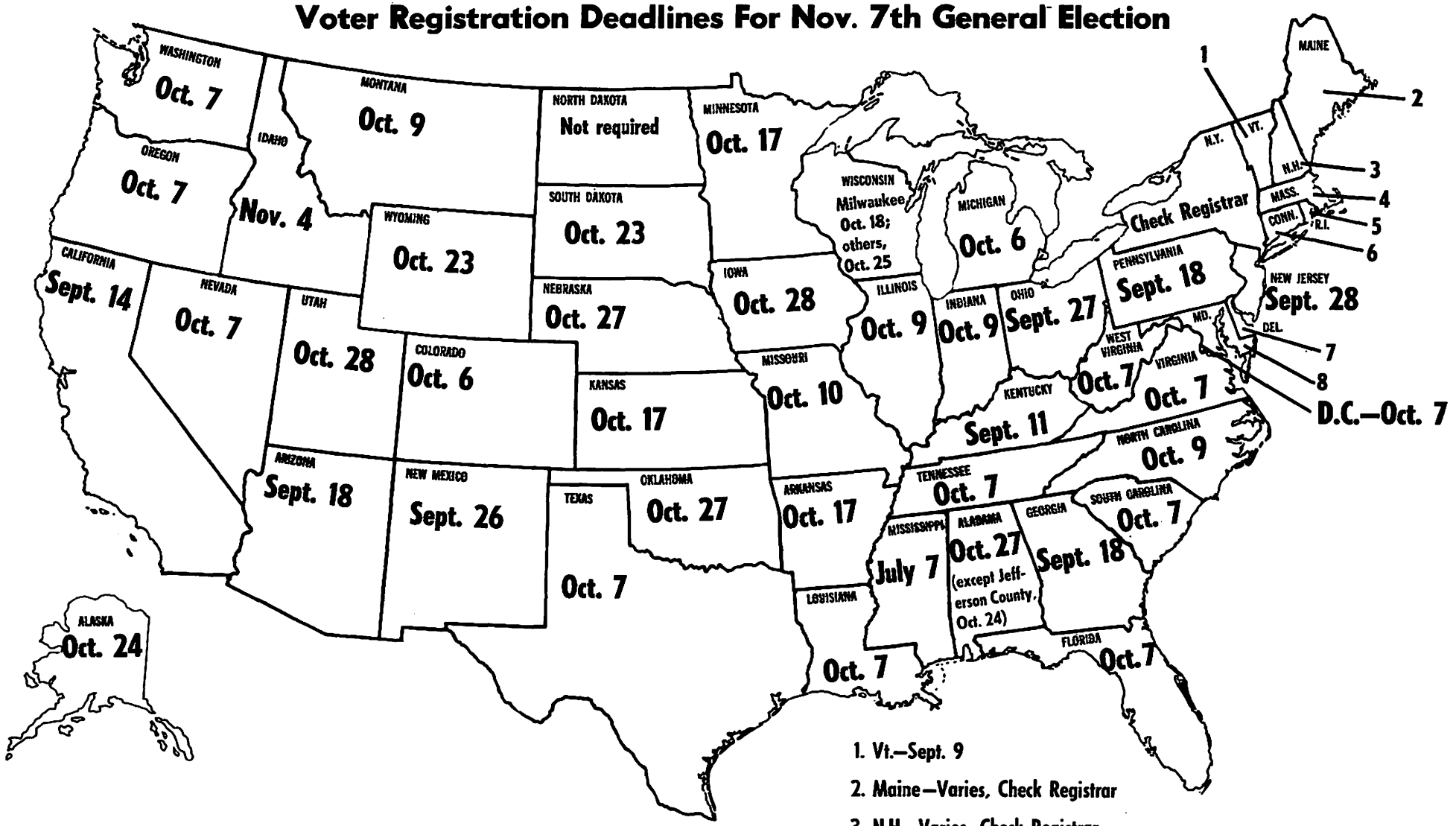
President
Signalmen's Political League

№ 2501

R. T. Bates
Secretary-Treasurer
Signalmen's Political League

The Signalmen's Political League is an independent political committee created by the Brotherhood of Railroad Signalmen. It has not been authorized by any candidate to act on his behalf, and no candidate is responsible for any activity of the Signalmen's Political League.
"A copy of our report filed with the appropriate supervisory officer is (or will be) available for purchase from the Superintendent of Documents, United States Government Printing Office, Washington, D.C. 20402."

Voter Registration Deadlines For Nov. 7th General Election



1. Vt.—Sept. 9
2. Maine—Varies, Check Registrar
3. N.H.—Varies, Check Registrar
4. Mass.—Oct. 17
5. R.I.—Sept. 8
6. Conn.—Oct. 14
7. Del.—Oct. 21
8. Md.—Oct. 10

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